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messing about in **BOATS**

Volume 19 - Number 7

August 15, 2001



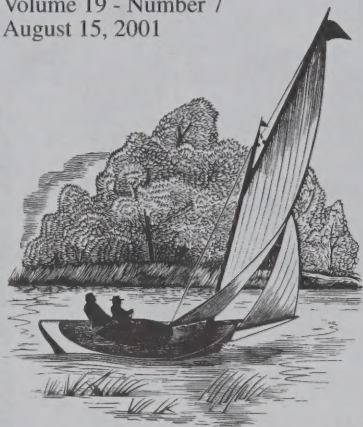
Special Feature This Issue
"Suwannee River Sojourn" - "Origami Pirate Boat"
"Galvin School Regatta"

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messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 19 - Number 7
August 15, 2001



Published twice a month, 24 times a year. U.S. subscription price is \$24 for 24 issues. Canadian and overseas subscription price is \$36 U.S. funds drawn on a U.S. bank or by international money order.

Address is 29 Burley St., Wenham, MA 01984-1943. Telephone is 978-774-0906. There is no machine.

Editor and Publisher is Bob Hicks. Production and subscription fulfillment is by Office Support Services.

Circulation inquiries and problems, contact Roberta Freeman, Office Support Services, 978-777-3557, e-mail: officesupport@mediaone.net

Looking Ahead...

Lionel Taylor attended Mystic Seaport's "Designer's Recognition Rendezvous" and has supplied a comprehensive report on that gathering honoring Sparkman & Stephens; and I attended two local events and report on both; "The Blackburn Challenge"; and the "Lawley Boat Owner's Symposium".

Harold Schmelzer brings us a nice tale about a man, a boy and a boat in "Scallop Hunting at Ancote Key"; Robb White continues with Part 2 of his "Slave's Recipe"; and Reinhard Zollitsch continues his adventure chronicle with Part 2 of "Suwannee River Sojourn".

Greg Grundtisch tells us what to do with "Leftovers"; we should get Les Webster's "Origami Pirate Boat" into this issue; and I should have my report on Reuben Smith's "Rolling Boatshop".

John Harris of Chesapeake Light Craft introduces his new "12' Garage Cruiser"; we should get Weston Farmer's "Mini Max" into this issue; Dennis Davis presents Part 4 of his "Design Rules - OK!"; if I get out again this month locally I'll report on Justin Vagliano's innovative "Caillou", and we have a Phil Bolger & Friends design here somewhere, I just gotta find where I put it.

And, yes, Don Elliott presses on with Part 12 of "Capsize".

Commentary...

Bob Hicks, Editor



With summer well along now, the drumbeat of newspaper reports of small boat fatalities goes on, and in this issue reader Bob Whittier offers his views, distilled from forty years of experience as a small boat journalist and writer of boating books. He covers the subject quite thoroughly you will find on pages 4 and 5.

Several of the newspaper clippings that Bob supplied on the topic from his Massachusetts south shore location offer up the following headlines for general public hand wringing over small boat safety:

"Woman Dead, Man is Missing". A 39 year old woman and her 42 year old male friend launched a canoe into tidal Hingham Bay at 7pm and the canoe was later found washed ashore at 2:45am after relatives notified police that they had not returned from their sunset paddle. At 4:50am the woman's body was found. She was not wearing a life jacket. Her companion's body was not found, he was likewise believed to not be wearing a lifejacket. After several days the search was called off and it was left for "nature to take her course". No mention was made in the several news articles chronicling the accident and subsequent searches whether or not the couple had any canoeing experience.

"Teen Drowns in Pond". Three teenage youths returning from an island party at 1am on a pond in Weymouth capsized their small aluminum outboard. Two survived, one of whom could not swim, a third "went under and didn't come back up" according to a survivor. The missing youth's body was recovered about 3pm the next day. He was regarded as a "strong young man who had escaped many other times when the boat capsized". The cause of the capsizing was not determined.

"Ocean Rescuer Could Only Save One". A kayaker on a nearby beach watching the sunset responded to calls for help from the "unforgiving spot" nearby, where Scituate's North River joins the ocean, and paddled out. One of the brothers in the water pushed his brother onto the kayak's deck and then disappeared in the strong undertow. The kayaker held the other's head out of the 45 degree water until local firefighters arrived. The brothers had taken the 12' boat with its 6hp outboard from a lobsterman without his knowledge "for a ride". Environmental police found six empty beer cans in the boat and no signs of lifejackets

aboard or on the youths.

This last article added that "Sixty-seven recreational boating accidents on Massachusetts waterways last season caused five deaths and more than half were caused by carelessness or excessive speed, according to Environmental Police."

I was particularly intrigued by the mention of one of the young victims having "escaped many other times when the boat had capsized." Really? A chronic capsizer?

I was also impressed that the total number of deaths attributed to recreational boating in 2000 in our coastal state came to just five. Given the really large numbers of people afloat along our popular ocean coastline with its many attractive harbors, and on the multitude of lakes and ponds scattered all over the entire state, and on the numerous rivers navigable to small boats, this suggests to me that the statistical probability of any one of us drowning in a small boat accident must be way down there with being struck by lightning.

Dare I suggest at this point that perhaps small boat safety is not in need of the imposition of additional regulations. Sixty-seven accidents and five fatalities were sad occasions for those involved, but an insignificant percentage of the total participants in boating. No matter how closely an activity is regulated and monitored by the "authorities", there will always be accidents. People are fallible.

What sort of regulations would have helped that chronic capsizer and his youthful partying buddies that night? How would registration of the canoe have prevented that forty-something couple from drowning? What regulations would have saved the beer drinking brothers in the stolen outboard (registered, but not to them) from their youthful folly?

Our society today is almost obsessive about saving lives, be they accident victims, victims of disease, the elderly long gone from human contact and reduced to vegetative status in nursing homes, or infants born with overwhelmingly hopeless birth defects. No effort nor expense is spared trying to save a life. This is noble and humane, but also can never, ever, eliminate the human perversity that creates many of the life threatening circumstances. Here in our tiny little small boating corner of this world we're really not doing badly at all staying alive while we play.

On the Cover...

Galvin Middle School 8th grade student, boatbuilder and regatta participant, Jared Steeves, gets his 6' double paddled skiff up on plane at the 3rd annual Galvin School Regatta in Wakefield, Massachusetts, story and photos are featured in this issue.

Building Small Boats

Greg Rossel

WoodenBoat Books, 1998

278pp, 8-1/2x11 Format, Hard cover, \$39.95

Reviewed by A. Bennett Wilson, Jr.

The author of this comprehensive book on building small wooden boats in the conventional way, planking over bent ribs, begins by stating that 40 years ago many people involved in yachting and small boats predicted the demise of wood as a material for boat structures, but time has disproven them. In spite of the progress made in properties of resins and reinforcing materials, wood remains quite popular for the home-based builder and for owners who want a one-off design that is different from the mass produced fiberglass hulls available. Furthermore, plans for wooden boats can be modified easily to suit the needs and whims of owners.

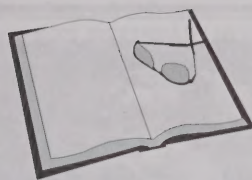
In a section giving advice on selection of plans, the reader is told not to be afraid of buying plans that require lofting, citing Chapter 7, "Lofting Demystified," in which instructions for lofting are described in detail using plans for the well known Cats Paw 12' sailing dinghy as a model.

Chapter 2 is devoted to a description of the tools needed to do a first rate job. Emphasis is on the most appropriate hand tools. Of special interest to me is the section that describes how to sharpen edge tools, a subject that I have seen little written about. Just as interesting and refreshing is Chapter 3, which is devoted to rather simple homemade tools that help the builder to be more efficient while improving the quality of the work. A short chapter on wood for boat building discusses the properties of woods desirable for use in boat construction. Notes on plywood provide helpful information new to me.

The chapter on fastenings is comprehensive and provides up-to-date information about every conceivable metal fastening appropriate for use in building boats. Instructions for riveting and use of copper clinch nails are included. Chapter 6 covers glues, paints, and potions in detail.

The chapter on lofting is followed by a description of the various methods of making and rabbeting stems, some of which are facilitated by use of new adhesives. The next chapter quite logically is devoted to construction of the keel and boring the shaft log. Transferring mold and transom data to the stock, various methods for constructing molds and transoms, and setting them up are covered in the next two chapters.

Instructions are given for setting up for building right side up and upside down. These chapters are followed by "The Art of Bending Frames," which should answer any questions anyone would have about this procedure. After chapters on lining off the hull and selection of planking stock, which also covers scarfing techniques, butt blocks, and graving pieces, carvel and lapstrake planking are covered in two separate chapters. The next five chapters are devoted in detail to construction of centerboard trunks, centerboards, rudders, stabilization of the hull (knees, breasthooks, etc.), interior work (risers, thwarts, mast steps, etc.), exterior work (fairing the hull, caulking, etc.), and the deck (construction and fin-



Book Reviews

ishing).

Although the construction of masts is limited to round, solid wooden spars, the descriptions given in shaping and finishing them are excellent. Also included are instructions for making wooden mast hoops, a subject that I have not seen covered elsewhere. In the 1970s, when I wanted to make my own, I queried John Gardner about a source for instructions. He knew of none and was kind enough to send me instructions written and illustrated in his own hand.

After a chapter on tips for making the finished product appealing to the eye, the author concludes the main section with instructions on building half models. Four appendices include a glossary, sources for plans, tools, and supplies, various tables, and an annotated bibliography on building wooden boats.

In the introduction to the bibliography, Greg Rossel quotes John W. Brown, a master shipwright, who said, "That's the thing about boat building, you never know it all." This book, though limited to round bottom wooden hulls, goes a long way toward helping one approach this unobtainable goal. It will be a useful addition to any boat builder's library, whether new to the field or an old hand.

Heart of Glass Fiberglass Boats and the Men Who Made Them

Daniel Spurr

International Marine/McGraw-Hill 2000

\$27.95 (\$44.95 Can)

Reviewed by A. Bennett Wilson, Jr.

The primary objective of this 388-page book is a comprehensive history of the recreational boat building industry since the introduction of plastic laminates toward the end of World War II. The author has certainly achieved this goal and because of his attention to detail much more, as we shall see.

The first chapter deals with the ideas that were inspired by developments stemming from aircraft and small boat production for World War II. After a brief history of boat building materials used through the ages to make boats lighter and cheaper, including paper and glue, laminated veneers, and plywood, the author relates various efforts to accelerate production of small vessels for the military.

Polyester resins that required heat for curing were available in the late 1930s, and their value for use in composite structures was recognized at that time, but much work remained before boats that could be fashioned from this material could be sold at prices less than those made with more traditional methods. The search for truly efficient reinforcing materials was not successful until Owens

Corning began manufacturing fiberglass in various forms in the early 1940's, but the efficient production of fiberglass boats of any size had to wait until the development of air cured polyester resins after the war.

Nevertheless, Taylor Winner is credited with being the first to build production, or series built, polyester fiberglass boats in 1946, even though his method required heat for curing. A year later polyester resins that would cure at air temperature became available, and the widespread use of fiberglass composites for building recreational boats was begun, although many older firms resisted the change for a number of years.

The vehicle used to relate most of the history of boat building for the last 50+ years is a collection of biographies, presented in chronological order, of nearly every boat builder of importance, and many designers, during that period, the history of the company he founded, emphasizing the contributions each made by describing the boats each built. Included also are the trials and tribulations most faced in a highly competitive business.

Included are Ray Greene, Taylor Winner, Gar Wood, Jr., Carl Beetle, the Pearson cousins, Bill Dyer, Olin Stephens II, Philip Rhodes, Carl Alberg, Bill Lapworth, W.D. Schock, George O'Day, Jim Wynne, Henry Hinkley, Palmer Johnson, Bill Tripp, Charley Morgan, George Hinterhoeller, Richard Bertram, Don Aronow, Ted Irwin, Frank Butler (Catalina Yachts), Robert Perry, and others. Landmark boat designs described in some detail include the *Rebel*, the *Bounty II*, the *Triton*, the *Cal 40*, the *Boston Whaler*, the *Bermuda 40*, the *Sunfish*, the *Columbia 26*, the *Morgan Out Islander 41*, the *Tartan 27*, the *Hatteras 41*, the *Bertram 31*, the *Catalina 22*, and others.

Daniel Spurr also covers in some detail the Canadian firms, C & C, Hinterhoeller and Whitby Yachts, which built boats much admired by American sailors. He also includes a chapter on boats, along with their builders and designers, that were built in Hong Kong and Taiwan. European boat builders are mentioned from time to time and a history of the Beneteau Company is included in some detail.

The concluding chapters, 15 and 16, are entitled respectively "Innovative Designs That Shaped the Industry" and "A 50-Year Overview: Recessions, Conglomerates, and New Technologies." Appendix I cites the milestones in chemistry, fiberglass, and composite boat building. Appendix 2 is comprised of profiles of selected companies. Also included are sources of information used in the various chapters and an extensive index.

In addition to the fascinating histories of the men and the boats they built, there is much technical information that can be useful to purchasers of boats new and old, small, medium, and large, power and sail. Also, information useful in maintenance and alterations can be gleaned from this fascinating book.

Daniel Spurr, a former senior editor at *Cruising World* and the current editor of *Practical Sailor*, spent 12 years researching and writing this fascinating and useful work, and it shows. I recommend this book to anyone with a serious interest in boats and boating. The only fault I find with this book is the poor quality of its construction. The binding is cheap, the photographs could have been clearer, and I don't care for the sans serif type, but none of these faults would deter me from buying this marvelous book.

As a resident of coastal Massachusetts, each year I look forward to the coming of spring with mixed feelings. Happiness because we'll soon be out on the water. And sadness, because I know that several people are soon to lose their lives as the result of mishaps with smaller, simpler boats such as canoes, prams and aluminum john boats.

This past spring has been a particularly bad one, there having been a number of drownings in my own part of the state alone. It appears that around half of each year's pleasure boating fatalities involve craft of the above types. They are very quick and easy to pull out of storage and shove into the water. The first balmy day of spring prompts all kinds of people to do this. Many don't realize that the water warms up appreciably more slowly in the spring than does the air.

These tragedies cause much grief for the victims' families and friends. They also boost the annual count of boating fatalities to a significant degree, and this affects us all boaters in the form of more rules and expenses.

This has caused me to feel that I wish to offer some serious and very frank comments on the matter of small boat safety. What follows will upset some people. But if it spurs others to do some fresh, realistic thinking, fine!

The portability and seeming simplicity of the above types of craft is the basic cause of their poor safety record. In the hands of people who have a well-developed feel for small craft they are acceptably safe. The problem is that it's so easy to pop them into the water that people with little, and often no, boating skill decide on the spur of the moment to go for a lark on the water, often in the dark after getting warmed up at an evening beer party.

Over the years the newspapers have told us about tragedy after tragedy involving impulsive teen-agers and pan fishermen who may know where the hornpout and flounder lurk, but know no more about boats than does a camel driver in the Sahara. To these land-lubbers, a canoe is not a fine and highly-developed specialty craft, but merely a conveyance to where the fish are to be found.

Such people never take safe boating courses. But, of course, such courses have little or nothing to say about the quirks of the kinds of boats we are discussing here. A canoe or pram looks so simple that they think anyone can handle it, including themselves with their total lack of knowledge about the basics of things like buoyancy and stability. And to compound the sadness of this situation, we see federal and state boating safety officials doing nothing about it. They are more interested in making sure that pleasure boats have currently valid registration stickers, and carry the required number of PFDs. We've never seen them handing out small-boat safety literature at bait and tackle shops where the fishermen congregate.

Canoes are popular among the less-affluent fishermen who are active on the smaller and more protected waters because they are cheap to buy, particularly the molded plastic types sold by discount houses, and they are easily and inexpensively transported on cartop racks. We've never seen a boating safety publication that points out that something as common as an electric trolling motor and its battery add 50 to 60 pounds to the load a fisherman expects his canoe to carry.



Some Thoughts On Small Boat Safety

By Bob Whittier

Northeastern Indians who created the birch bark canoe did not have chairs. They also didn't have seats in canoes, they kneeled in them. This put the center of gravity safely low. White men accustomed to chairs insisted on having seats in canoes. Because the forebody of a canoe with a single occupant on the stern seat has its bow in the air, artists and photographers think this suggests action. Joe DeLubber sees the resulting pictures and does monkey-see-monkey-do. It doesn't occur to him that he's sitting above the narrowest part of the hull and has created an accident waiting to happen. When it does, the public blames the dangerous, treacherous canoe.

Prams and dinghies originated to serve as tenders for yachts. They were used by experienced yachtsmen for short rows on calm waters between piers and moored yachts. The boating boom brought a flood of cheap prams. Impecunious pan fishermen bought many. Seeing that these dinks have three seats, they assume them to be able to carry three persons. If these individuals happen to be on the portly side, when they, their tackle boxes and beer coolers pile aboard an 8-footer, what it says on the Capacity Plate is as helpful to boating safety as a truckload of cobblestones.

John boats originated in the Ozarks for making float-fishing trips down shallow, generally placid streams. They were made narrow to facilitate poling. And long to provide elbow room between fishing occupants. Early ones were made of wood by backyard builders. After World War Two, aluminum ones produced in large quantity flooded the country. They were very cheap, and because of being narrow they fitted between pickup truck wheel wells easily. No trailer expenses and inconveniences.

Being made of stock-dimension aluminum sheeting, they were narrow, and because of sheet dimensions also low-sided. All right for sheltered water. But fishermen bought them at discount stores and they are common sights today. Being low-sided, overloading them invites trouble. While being narrow, they are also long, and this gives them longitudinal stability. They rise to a wind-driven chop poorly and swamp easily. Some are made more risky by the installation of high fishing chairs.

For years now small boats have had built-in flotation. Officialdom seems to feel they've done their job well by ruling that Ca-

capacity Plates be installed. Nothing that one sees in the media and safety literature stresses the presence of built-in flotation. When the aforementioned small craft capsize or swamp, their occupants panic and try to swim to shore. Some make it, some don't.

Sometimes we think that placards reading "This boat has built-in flotation...if swamped stay with it until help comes" would save more lives than Capacity Plates based on still-water flotation tests. A series of TV spots on the characteristics of popular small boats would save many lives. But, by and large, media people are liberal arts graduates, are unfamiliar with technical things, and shy away from ideas like this.

A hundred years ago small single-cylinder marine engines appeared. Inshore commercial fishermen installed them in dories and skiffs. Soon summer cottage owners were buying and enjoying power dories. About 90 years ago crude but useful outboard motors came onto the market. Ordinary people in many places bought them for use on row-boats. Pleasure boating for the masses had arrived! Authorities soon realized some regulation was going to be necessary.

Since most pleasure boating at that time was on coastal waters and the larger lakes and rivers, it seemed logical to delegate this task to the Coast Guard. This agency was established over 200 years ago to cope with smugglers and pirates. It was logical to make it a military-style organization.

As the country grew, more and more responsibilities were given to the Coast Guard. Harbor security, buoy tending, steamship inspection, the smuggling of liquor and drugs, weather ship operation and, in the 20th century, the use of aircraft for commercial fisheries surveillance and search and rescue missions. Today the Coast Guard is overloaded with duties and underfinanced.

After World War II trailer boating burst on the scene. Millions of outboard boats swarmed the waterways. Congress felt that pleasure boating needed more regulation. That body is made up largely of people from the fields of law, higher education, and so forth. These people are not particularly comfortable with mechanical and technical things. It seems that many in Congress assumed that since the Coast Guard already had some jurisdiction over pleasure boating, it was appropriate to give it more.

We all have much respect for individual Coast Guardsmen. They have a well-deserved reputation for being able and often heroic. But we can wonder if the kind of organization under which they operate is well-suited to the pleasure boating scene as it is today.

It's a military-style organization, with its ranks and discipline and traditions. We'd laugh at a suggestion that college rowing be put under the supervision of the Navy. We'd jeer a suggestion that private flying should be supervised by the Air Force. Eyes would pop and jaws drop if someone mounted a soap box and said that the Boy and Girl scouts and the campgrounds be put under the supervision of the Army Corps of Engineers.

Pleasure boating is inherently a very informal activity. For many, it's a way to escape for a day or two from the complexities and craziness of modern life. Boaters understandably cringe when they see uniformed and officious law enforcement personnel approaching. This includes state as well as Coast

Guard patrols. While well-trained individual boating safety personnel speak softly and reasonably, it's still true that they represent an authority whose presence is not particularly welcome among people wanting to get away from it all.

The Coast Guard gives cadets cruises aboard the square-rigged training ship *Eagle*. Builds character! To give officers wide experience, they are periodically assigned to different bases and activities. By the time an officer reaches policy-making level in Washington, he has understandably developed a big-boat mentality.

Every officer has promotion and retirement in mind, so he is careful not to offend superiors. He thus develops a tiptoeing mentality. This makes it hard for new ideas to win approval. Large boats have horns with which to signal intended moves to other boats. So it is directed that small boats must conform by carrying little plastic whistles. These can't be heard above the noise of a speedboat.

It took a long time to introduce safer fire extinguishers after it was realized that the carbon tetrachloride in the old Pyrene fire extinguishers could emit poisonous chlorine gas when this chemical struck hot surfaces. It took a long time to adopt the suggestion that green channel marker buoys would be easier to see than black ones. The term "life jacket" was introduced, nobody knows how long ago, and came into general use. Then the military mind showed up when new pleasure boat safety rules were being drawn up, in the form of the ponderous term "personal flotation device", promptly shortened by the press and the public into the unimpressive-sounding PFD.

Large ships move ponderously and when they collide there's time for all aboard to grab, ah, personal flotation devices from overhead storage racks. When small speedboats collide or flip, things happen too fast for PFDs to be grabbed and donned. The big ship mind's solution to this is to say everyone aboard a small boat should wear PFDs at all times. We see crews aboard Coast Guard Auxiliary craft wearing them as good examples to the boating public. These things are bulky, clumsy, hot and homely. Have you ever seen a yacht advertisement in which the pretty young models in bikinis are wearing PFDs? Pesky Figure Destroyers! Might as well rule that all carpenters must wear motorcycle-type crash helmets while working.

Fifty years ago the Panef company of Milwaukee introduced an inflatable life preserver activated by a common carbon dioxide cartridge. The unit was only slightly larger than a cigarette package and could be worn on wrist or belt. It never came into wide use. For years the Coast Guard was firmly opposed to inflatable preservers. The water around shipwrecks is full of debris and this can puncture inflatables! Only recently have they finally approved an inflatable PFD. It's of sophisticated design and construction and much too expensive to interest the kind of people who take chances in little boats that don't have any debris in the water around them when they swamp. A lot of people would not have drowned if Panef devices had come into general use.

Large boats have assorted navigation and masthead lights so positioned on them that other ships can figure out their direction of movement well enough to avoid collisions. When this idea is applied to small power boats,

installations turn out to be fragile and ineffective. It was once suggested by an experienced boater that bow and stern lights be combined into a single unit about the size of a small pie, and held three or four feet above the amidships sections of boats on fiberglass rods. These could be safely stowed under side decks or in lockers when not in use. They would not suffer salt water corrosion! nor damage while docking, trailering and fishing. They'd work out to be more durable and thus likely to be serviceable when actually needed. Large boats could tell that such lights were on small boat by reason of the swift moving and jiggling action that they would display. Incidentally, most powerboats today are fast ones. Have you ever seen anything in safety literature about not operating at night at speeds as fast as is normal in the daytime?

But, common sense ideas tend to collide with bureaucratic obstacles. It's far from easy to introduce new ideas. Because many pleasure boats operate on international waters, their equipment must conform to international standards. Proposed operating or equipment rule changes have to be submitted to, and extensively considered by, such groups as SOLAS (Safety of Life at Sea) and IMO (International Maritime Organization). These groups are composed largely of operators of ocean-going commercial ships. They have the big-boat mentality that keeps them from being concerned about accidents to yokels in canoes and dinks.

It comes down to the clear fact that if Americans want to see significant reduction in the number of small boat fatalities, some serious thinking has got to be done, and done by people having a real feel for smaller craft.

The states today have their own pleasure boating safety enforcement agencies. But our observation is that their programs and literature are patterned largely after Coast Guard material and thus do not really strike at the plebian but real causes of canoe, pram and john boat accidents.

Not being a lawyer or admiral, I cannot offer a handy answer to the small boat safety problem. It's worth noting that today

harbormasters on all coasts have larger, better-equipped boats than they did 40 or 50 years ago. The advent of trailer boats has resulted in most small town police and fire departments having their own outboard-powered rescue boats. The Coast Guard might welcome being relieved of close-to-shore small boat safety duties, with their resources being reserved for bigger and more serious emergencies. Ultralight aircraft offer excellent visibility and are much cheaper to buy and operate than helicopters.

Probably education is the best approach. But how? News releases on small-craft safety principles could reach the Joe Ordinary types so often involved in small-boat accidents. But people in various media will say, "That kind of message is not appropriate for our mass readership". And various safety groups will say, "News releases like that are not in our job description," or "Good idea, but we lack the resources."

In the past the Red Cross has put out excellent canoe education literature, but it's never been widely available. The Boy Scouts' merit badge booklets on Rowing and Canoeing are simple but good, but again fail to reach the Joe Ordinary types. Certainly we would not want to see the Coast Guard's pleasure boat activities turned over to a large, empire-building civilian bureaucracy in Washington.

But really, something cries to be done about the problem of small boat drownings. The best I can do, therefore, is to write this article and hope it will stir up discussion. The well-informed readers of *Messing About in Boats* are in an excellent position to take the lead here.

(Bob Whittier became adept at handling rowboats and canoes at a Boy Scout camp in the 1930s. He has been an active small-boat enthusiast ever since. Between the 1940s and 1980s he wrote many hundreds of articles for a wide range of boating, outdoor, mechanical and other magazines. In 1980 he received the prestigious Capt. Fred. E. Lawton Boating Safety Award given by the Raytheon Company.)

There's nothing better able to spoil the day for fishermen minding their own business than having a uniformed officer accost them for some supposed infraction of the rules.



You write to us about...

Adventures & Experiences...

Joe Richards Fan

I was most interested in the letter from Foster Nostrand to Joe Pouliot contained in the May 15th issue as I had thought that I was one of the few persons interested in Joe Richards.

In 1970 I had purchased a print of *Two Friendship Sloops Sailing At Night*. At that time Joe was living in Key Biscayne and I wrote to him asking if he knew where I could obtain a copy of *Princess New York*? He replied that he had found several copies of the book, one of which he mailed to me and for which I sent him \$5. It was a first edition published by Bobbs-Merrill Co. and Joe had signed it. Subsequently my children gave me a copy *Princess New York-Key Biscayne* published in 1973 by McKay. Joe wrote one other book that I am aware of which was *Tug Of War* published by McKay in 1969.

All three volumes have remained in my library through the years. Incidentally, the above mentioned print appears to have been done in 1963.

Lambert Peterson, Glen Ellyn, IL

A Boy, His Dog, and MAIB

This photo is from our camping trip last October to Racquette Lake in the Adirondacks showing son Carter with Basil (English, not the herb). I heartily recommend water dogs for messing about.

Gunnar Seigh, Staatsburg, NY



Information Wanted...

Polaris Class Information

I am interested in sharing information with past and present Polaris Class owners about this little 26' sloop designed by William Tripp, built in Schiedam, Netherlands by Werf Gusto and sold in the US by Sailmasters, Inc., long defunct.

Robert Yorke, P.O. Box 981, Wrentham, MA 02093, (508) 384-5513 work, (781) 545-1651 home.

Information of Interest...

North American Water Trails National Conference

This year's conference, cohosted by MITA, takes place at the campus of Southern Maine Technical College in South Portland, ME September 7-9. The conference will provide both a national perspective on the water trail movement, as well as a local focus on Maine's islands.

Beginning on Friday night and running through Sunday, a choice of workshops, wa-

ter trail slide shows, natural history demonstrations, panel discussions, boating activities, and training seminars is offered, geared toward cruisers, paddlers, conservationists, armchair adventurers, water trail advocates and managers alike!

Besides these educational opportunities, ample time is scheduled to socialize and eat sumptuous food, meet fellow Trail folks and play on the water, compare boat notes and be highly entertained.

Friday evening offers good food, entertainment, and socializing, followed by the US debut of the *Best of Waterwalker Film Festival*, a renowned compilation of outdoor films from Canada.

Saturday brings 40 workshops, a lobster bake, auction, entertainment and trail tales, all on SMTC's beautiful 70 acre campus on Casco Bay, just across the bridge from Portland's Old Port. A sandy beach on site provides for kayak launching and boat trailer launching is available at Bug Light nearby.

The workshops provide the meat of the conference, covering the following topics: The Truth About Sharks; Digital Trail Guides, the Wave of the Future; Linking Blue and Green Trails Nationwide; A Breathtaking Journey Through Canada's River and Coastal Heritage; Cities at Sea Level...Exploring Urban Trails; Folding Kayaks; Eco-Tourism and Trails; Paddle Safe, Arrive Alive; Seal Stranding & Rescue; GPS for Small Boaters; Attack! Birds of Prey (A Live Bird Show); Cuisine a la Trail: 4 Star Trail Cookery; Voyaging along the Alexander MacKenzie Route; Going Coastal: How about a Nova Scotia to Boston Trail?; Native & Historical Trails in Maine and Away; Women in Watersports; Vermont to Manhattan via the Gaspé Peninsula; River Sojourning; Leave No Trace Workshops; Paddling Passamaquoddy; Fins and Flippers; Assemble a 20' Whale Skeleton on site!; The Whole Enchilada: Paddling from Portland to Machias (meet the experts who've done it!); A How-To Guide to Cleaning Up the Coast; My Favorite Island; Water Trails 101: Getting started and keeping 'em going and more!

Bring your boat and don't forget the wetsuit. Hit the water for some lively messing about in boats!

To register or for further information contact MITA.

MITA, 41A Union Wharf, Portland, ME 04101, fax (207) 761-0657.

Chesapeake Light Craft Activities

The remaining Chesapeake Light Craft schedule of shows, classes and demos, going into Fall is as follows:

August 15: Demo night on the South River, Annapolis, Maryland.

August 26-September 1: Building an 18' sharpie boatbuilding class, Brooklin, Maine, John C. Harris.

September 2-8: Building the Chesapeake 17 boatbuilding class, Brooklin, Maine, Chris Kulczycki.

September 7-9: Port Townsend Wooden Boat Festival, Port Townsend, Washington.

September 14-16: Port Townsend Sea

Kayak Symposium, Port Townsend, Washington

September 19: Demo night on the South River, Annapolis, Maryland.

October 1-6: Building the Chesapeake 17 boatbuilding class, Newport News, Virginia, Bill Thomas.

October 4-8: Annapolis Sailboat Show, Annapolis, Maryland.

October 6-7: Mid-Atlantic Small Craft Festival, St. Michaels, Maryland.

October 8-13: Building an 18' sharpie boatbuilding class, Newport News, Virginia, John C. Harris.

October 13 (Tentative): Tangier Sound Sea Kayak Challenge, Crisfield, Maryland.

October 13: CLC Demo night on the South River, Annapolis, Maryland.

October 15-20: Building the Mill Creek 13/15 boatbuilding class, St. Michaels Maryland, Chris Kulczycki.

This schedule may change as events are added. Please call us for the latest events. All boatbuilding classes are administered by The WoodenBoat School, in Brooklin, Maine. To sign up for a class, you must call the school at (207) 359-4651.

For more information on events write or call us.

Ed Wigglesworth, Chesapeake Light Craft, LLC, 1805 George Ave., Annapolis, MD 21401, (410) 267-0137 9am-5pm EST weekdays; 10am-2pm EST Saturday.

What Good Old Boat Has to Offer

In our recent July issue we brought our readers the following:

The story of *Mustang*, the boat formerly owned by Rod Stephens, and of her dramatic refit.

The Catalina 27 was the review boat.

The Lord Nelson 35 was our feature boat.

Mark Smaalders began the first of two articles about marine metals (mostly about corrosion; how and why and what to do about it).

Ted Brewer discussed shoal draft; centerboards, leeboards, twin keels, and so on.

Armand Stephens, a real craftsman, offered a refit in which he replaced the portlights in his Alberg 30 with bronze opening ports, a much more major job than Mystic got with new window glass. Armand rebuilt the fiberglass sides of the deckhouse and cut new window openings!

Roy Kiesling offered some advice about the time keeping done by your GPS that you may not have known.

Karen Larson and Jerry Powlas told about Matella Manufacturing, the good old vendor for this issue. When we visited Matella in California, we also dropped in on San Francisco Bay's Plastic Classic founder, John Super, and told of that annual event.

Guy Stevens did a nice piece on do-it-yourself lazyjacks.

Donald Bodemann told about how to make a bed large enough to actually sleep on in a small boat.

Welshman Geoffrey Toye offered a recipe with a nautical theme. You'd be wanting Welsh cakes by the time you finished this article!

Jay Fraser and Leslie Fournier wrote about going now and going simple.

B.J. Davies wrote about three female writers for whom sailing is the theme.

Nova Scotia artist Paul Kelly provided

the art spread, and his artwork was so realistic you'd swear he took photos.

As usual, we had the Quick and Easy pieces, Book Reviews, Reflections, the Last Tack, and so on.

Readers interested in learning more about our publication are invited to inquire.

Good Old Boat, 7340 Niagara Ln. N, Maple Grove, MN 55311-2655, (763) 420-8921, www.goodoldboat.com

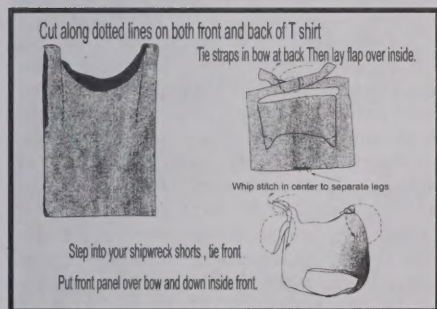
Shipwreck Shorts

Dear friends at *MAIB*, greetings from backwater Florida. Here is a pattern for "Shipwreck Shorts" which I picked up and used a few times during my long sojourn in Polynesia. They are great for anywhere in the summer-time.

The most recent ones I made are the best yet. I used a T-shirt made of soft mesh, with only tiny holes in the weave. This allows the breeze and the water to flow through but keeps the sun out and looks indistinguishable at a few feet away from anybody else's shorts. When I swim in Shipwrecks they don't trap air or water like bought swimsuits often do. I have made them from ordinary white undershirts which makes them underwear, very cool and comfortable. I use old unsightly, colored T-shirts to make them when I need to paint or clean. I can throw them away, unlike bought shorts, which must be laundered and reused for the next dirty job.

I've been sailing and improving my homebuilt plywood pocket coaster for three seasons now. It is a very satisfying experience, even though I mostly daysail. I go out with my wife to dances three nights a week so single handing alone once or twice a week with my "mistress" is very Zen.

Jason Spinnett, Gulf Breeze, FL



Mooring Technology

This photo, taken in the village of Chance on the lower Maryland Eastern Shore shows an interesting mooring line that could be either cutting edge technology or just simplicity and inefficiency. Perhaps "chance" best describes its reliability?

Tony Toploski, Eden, MD



Opinions...

Wooden Boats & Plywood

I recently read *Wooden Boats* by Kuhlman. He took a mystical, a la Lance Lee approach to the subject. I was ready to gag every time he talked of "taking a piece to the ship's saw", that nonexistent tool. Now Tom Jones has sent me a copy of his *New Plywood Boats & Some Others*. It is a great read, and not because of his attributions to me.

I wrote a letter to Tom about my earliest contacts with Phil Bolger. There was an August, 1954, article in the short-lived magazine, *Boats*, in which the enclosed photo appeared. The article was a how-to-build piece about Phil's Golden River design, a 15' rowing boat that could have been the progenitor of his Light Dory.

David Carnell, Wilmington, NC



Philip C. Bolger, of Gloucester, Mass., designer of *Golden River*, has many wholesome small craft to his credit, all endowed with character, usefulness and shippy appearance.

Electrical Storms & Masthead Floats

There were two things in the last issue I'd like to address.

The first was a letter from a sailor of small boats asking what to do in the event of electrical storms. We were always taught to take down sails and lie low (literally) in the boat to lower the center of gravity and lessen the chances of us being part of the lightning path. Small boats could lie ahull, run under bare poles, or anchor for the storm. I suppose the best thing would be to carry jumper cables and do as they advise in big boats. Clamp one end to the shrouds and drop the other end in the water (avoid bends, lightning supposedly likes a straight path). However, I know few small boats that carry such equipment. One could also make a grounding setup pretty easily with clamps and battery cable.

The second was the masthead float article. When I was involved with O'Day Day Sailer 3s with Ferry Sloops we did capsizing drills and discovered that the built in flotation was so awesome in its power that the boat floated with only 6" or so of hull in the water, causing the centerboard to be very high out of the water and the mast to tilt down. In drills we could right the boat by one person reach-

ing up to grab the board and the other pushing up on the mast and, as an interesting aside, found that the boat had such righting moment that if the masthead person followed the shroud in while righting the boat he could tumble into the cockpit and lie on the sole and the boat would come up with no problem. Then there was one person in the boat already to help the other in.

We constructed masthead floats from aluminum Davis Radar Reflectors filling the spaces between the plates with styrofoam. These really helped, although a boat could still be turtled in severe conditions. I'm not sure how much advantage a rotating streamlined float has for doodling around at normal sailboat speeds vs the round float we ended up with, but the masthead float does help in the modern high-buoyancy boats.

A correction I wish to offer, and I do not mean to offend either Sandy Douglass or the Flying Scot owners, but and Olympic class? Dream on! The Flying Junior was originally called the Flying Dutchman Junior and was meant to be a trainer for the exceedingly high performance Flying Dutchman, which I think was a 20' planing sailboat with a trapeze and a genoa jib. It was quite a bear to sail, I'm sure.

Lenny Lipton, Bethel, CT

This Magazine...

We Said a Mouthful

You said a mouthful in your July 1 "Commentary". I thought I was the only one who has no use for the internet, answering machines and cell phones. You can throw in about 75% of television too.

Reid Diggs, Jr. Machipongo, VA

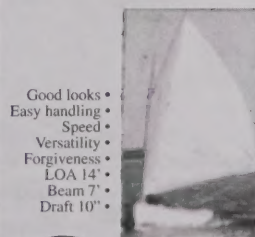
Editor Comments: I agree with your television estimate, I am too busy living my own life to watch others perform on the tube. All of these wonders of modern communication have great value and utility for many today, I do not deny this, but not for me. Retro old geezer taking shape obviously.

Licensing Magazine Editors

I heard a rumor that there is a plan afloat to license magazine editors since they may give advice which could put people at risk, stuff like using good judgement and looking out for oneself. Better put a disclaimer on your cover!

Jim Thayer, Collbran, CO

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I have been living, working, sailing, or rowing near or on Lake Otsego in upstate New York for the past six years. Prior to that time, I visited my parents in Cooperstown, where they rented a house along the first few feet of the Susquehanna River as it exits the lake and begins its long journey to the Chesapeake Bay. My mother told me of a late May morning when the fog was pea-soupish (a not uncommon occurrence in those regions). She was feeding the squirrels on her deck overlooking the foggy river when a canoe suddenly parted the mist. Since this is the original "Last of the Mohicans" country, it gave her a turn to see what looked like Natty Bumpo and Chingachgook bearing down on her out of the fog.

The canoe was followed by whatever the collective noun for a whole lot of canoes is (fleet?). After a moment she was reassured, since the canoers were typical 20th century small boaters attired in baseball caps and lycra. This allayed any fears for her sanity, but the stream of canoes continued, continued, and continued. Not being the type of person to take anything for granted, especially since her oldest daughters' conversations frequently included such words as "boat, shell, sculls, river, lake, row, sail, paddle," etc., she did her motherly duty and found out just exactly what had occurred in her backyard.

What it was was the General Clinton Canoe Race, a yearly event that is really four races at once. For the past 39 years the race has commemorated the ingenuity of a general of the Revolutionary War. This doughty fel-

General Clinton Canoe Race 2001

By Germaine Connolly

low built a dam at the crucial spot where the lake ends and the river begins (Clinton's Dam). Then he waited. While waiting, he gathered thousands of soldiers on 2000 bateaux. Suddenly, he released the pent up waters and boat after boat rushed down the mighty river to surprise the enemy further south. I copied some information from a New York State historical marker. Clinton's Dam was opened on August 9, 1779.

I forgot to write down the general's first name, or it wasn't on the marker, so I don't know if the general was "for" or "against" the Revolution. It seems that there were a couple of Clintons involved in the war. One was a British general and the other was a revolutionary (this one was the father of DeWitt Clinton of Erie Canal fame, another good place to mess about in boats, but that is another story). So whoever it was that built and then demolished the dam, he gave a lot of people the chance to race in canoes 200 years later.

As I said, four races commence at the beginning of the Susquehanna River. The first group (hard core and die hard) are the aluminum canoeists. They get off earliest because they have the most weight to paddle. Then

come the single person canoes about half an hour later. A very large group of "amateur" canoeists (two per boat) begin about an hour after the singles. Finally, come the "pros" who, on the whole, look like the amateurs except that there are fewer of them. They frequently have sponsors and logos and business names written all over their canoes. They wear the tightest fitting lycra, the brightest colors, and the smallest baseball caps, but I don't think that it is part of a dress code required for the race.

It is probably canoe racing fashion. Every article of clothing serves a purpose, whether for warmth, streamlining, or lightness of weight, and the bright colors are probably to counteract the gloom of the typically rainy, foggy early upstate New York May morning. All canoeists carry plastic water bottles with tubes taped into place within easy reach of thirsty mouths. High energy packets of multi-flavored energy were taped beneath gunwales in long colorful rows, banana, raspberry, and mango/kiwi.

The 39th General Clinton Canoe Race experienced no exception to the spring weather report, cold, rain, and mist were the order of the day. Hundreds of participants showed up with hundreds more supporters. The 70-mile long race encounters three portages along the river. The first is almost immediately after the start of the race when a dam behind the hospital must be circumvented. The second portage is at Good Year Lake, really a bulge in the river behind another dam about 20 miles south of Lake Otsego. The third and final portage occurs near the end of the race at Oneonta.

By the time the race is over, the pros are out in front. The Canadians are usually big contenders. One Canadian crew informed me that this was their fourth year in the race and they looked very imposing in their black lycra with their canoes all covered in French.

Canoes are the heart and soul of the race and design is very varied. The amateurs and pros favor the diamond-shaped, flat-bottomed latest design. Materials range from fiberglass to aluminum to woodstrip to carbon fiber graphite to kevlar. My favorite canoe was an aluminum Grumman used by one of the "pit crew" who deliver drinks and offer assistance all along the course. Recurved carbon graphite paddles were favored by most participants, streamlined, light, and most efficient. The handles are angled onto the blades like a hoe at 45° instead of 90°. And although it looks like it should go into the water like a hoe blade goes into the earth, it pushes into the water on the opposite side, leaving not a ripple behind.

Before each race begins, the entrants form a long, wavy line just beyond Cooperstown's marine at Lakefront Park. The starter gives them a pep talk and warns them to exit and enter the river at each portage according to the signs and markers. Then they are "off," paddling north around a buoy, then curving south toward the entrance to the river. Here is the fun spot for all spectators, right behind my mom's old house. The river narrows and canoeists funnel into the bottleneck.

There is some bumping, some dumping (canoes are tippy when you wave your paddle), and much cheering, hallooing, and photograph taking by onlookers standing on the banks of the river. The leaders paddle like mad, synchronizing rhythm and changing from port to starboard and back again like clockwork. As



Coming around the buoy on Lake Otsego, just after the start.

Entrance to Susquehanna River.



more and more canoes pass, the water churns and the river speaks an audible white whisper as the main body of the race passes by. The final contestants calmly pursue the pack, preferring smooth water and an easy start, conserving energy for the 70 miles ahead.

I'm a rower, not a paddler, but I found myself making shrugging motions with my shoulders and wondering where to buy one of those cool offset paddles to keep in my sailing dinghy. Who won? Damned if I know, I live 10 miles north at the other end of the lake.



Some "amateurs" putting in...
and a couple of "pros."



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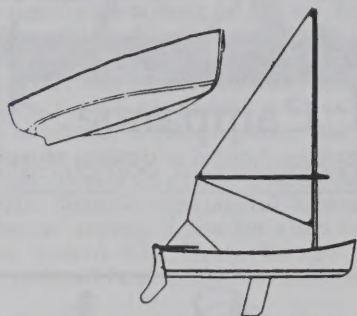
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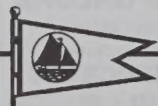
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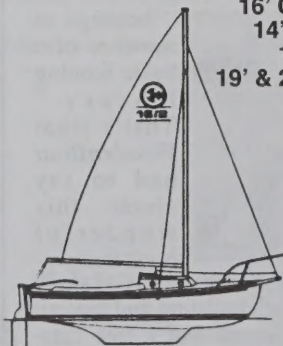


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The Minnesota Renewable Energy Society sponsored their Ninth Annual Solar Boat Regatta on May 19, 2001 at the public swimming beach at Snail Lake in Shoreview, Minnesota. There were 13 boats entered, and the entrants were from out-of-state, Twin City, and suburban high schools and middle schools. Generally the boats were designed and built by students as class projects. There were also standard production boats adapted to the requirements of the contest. All boats were equipped with solar collector panels and the electric power generated by the panels was directed to storage batteries. In actual practice, and especially in the weather conditions prevailing (light clouds with occasional very hazy sun), the panels did not generate power

Minnesota Solar Boat Regatta

By James Broten

as fast as it was consumed powering the boats.

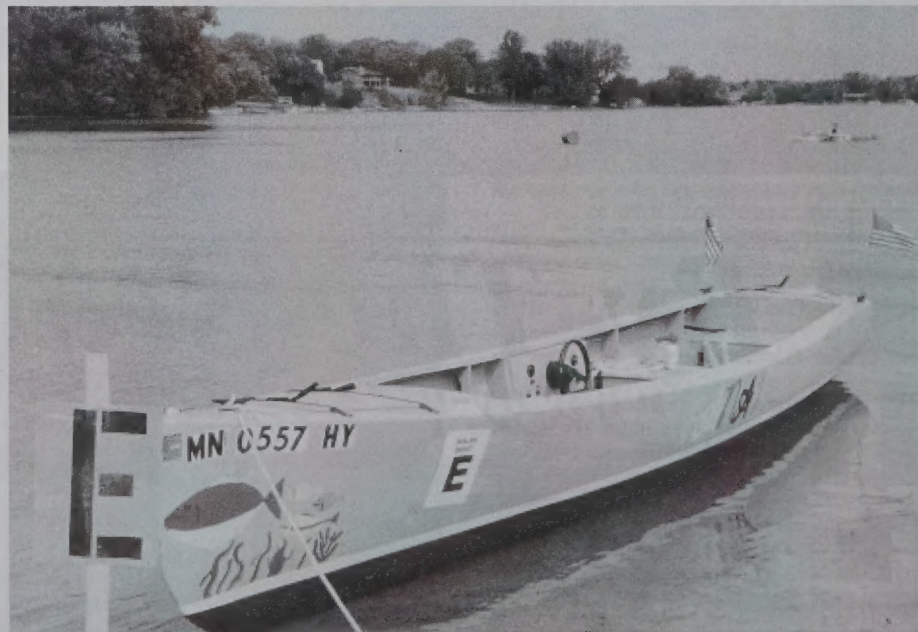
There were three types of races run: Slalom, Speed, and Endurance. Kayak-type boats were the fastest in straight line speed, while shorter boats maneuvered around the bouys better. Boats ran in four classes.

The event concluded with an awards presentation followed by the annual MRES picnic.



The site was easy to find with directional signs on the entry roads and a large banner over the beach house entry.

The *Panja* was a boat built by Boy's Totem Town under supervision of Urban Boat Builders, Inc. of St. Paul.





Pillager High School students adapted Cresliner kayaks. These were fast on the straight course, but were hard to maneuver around the slalom course.



Three of the boats, *Game Over* by the Unidale Area Learning Center, *Athena* by Minnesota Tech High School, and *Electric Eel* by a St. Paul high school, were constructed in classes supervised by Urban Boat Builders.

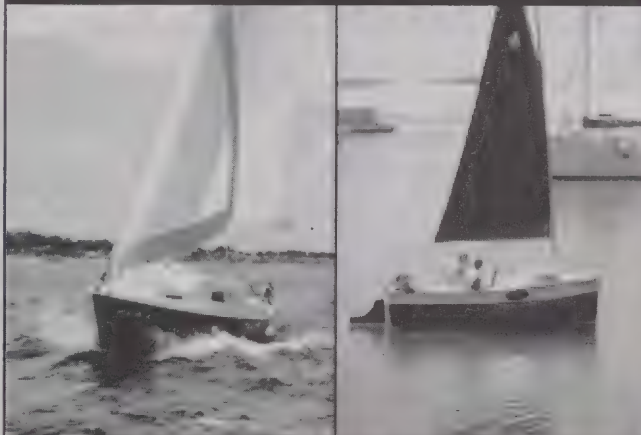
Zero Gravity was constructed by students at Unidale Area Learning Center. This boat was the overall combined winner.



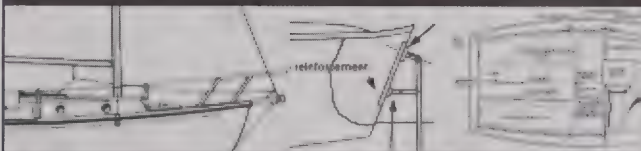
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Suwannee River Sojourn

Part I

By Reinhard Zollitsch

Practically everybody in America knows Stephen Foster's song: "Old Folks at Home" and can give you a pretty close rendition of Florida's state song "Way down upon the Swanee River," but few know where to find that river on the map. An outfitter in Old Town, Maine, admitted that she did not know that there really was such a river.

I had heard about the Suwannee River and the Okefenokee Swamp since my early English classes back in Germany and vividly remember our class of all boys having fun with the swoopy melody.

Well, 50 very busy years have gone by since then, most of them in this country. I felt it was about time to check out this river, and since my motto has always been "wenn schon, denn schon" (go for it), I had to do the river from top to bottom, from the outflow of the Okefenokee Swamp near Fargo, Georgia, to the Gulf of Mexico near the little town of Suwannee, Florida, what else.

A lot has been written about Stephen Foster, the river, and the song. Fascinating trivia for me was to learn that Stephen Foster never visited Florida or the Suwannee River, and that the river immortalized in his "Old Folks at Home" song was originally the Pee Dee River, named after the Pee Dee Indians of South Carolina. Try that one on for size, "Way down upon the Pee Dee River..." The origin of the name Suwannee is also not clear. It could have been derived from the Creek Indian word "sawani," meaning "echo river" or "San Juane," a colloquial pronunciation of Little Saint Johns River. It has also been called "The River of Reeds" and "The River of the Deer."

Whichever it is, the fact remains it is there and drains the Okefenokee Wwamp to the west in one mighty S-curve of 245 miles, which makes it the second largest river in Florida.

Eighty individual springs and aquifers and several sizable tributaries add to the tannin-laden dark waters of the river. It also has the only whitewater stretch in Florida, has lots of caves, and is navigable most of the year, even for power boats. The Suwannee is one of Florida's most loved and frequented canoe trails and has several outfitters who could help you set up a trip. Needless to say, people know about this river and are using it, some say overusing it. I had to find out for myself.

Spring break in March is the only time I can get away and living in snow-bound Maine, believe me, I am ready for some warmer climes come March. Without fail, the day of my departure is a snowstorm with major delays in the Northeast. But I make it to a Jacksonville airport motel by 9:00 PM, planning a 6:00 AM pick-up by Suwannee Canoe Outpost the next morning.

Dave and his daughter were right on time with my rental 15' aluminum Grumman on top of their car and a small bottle of propane for my cook stove (you cannot bring that on a plane). I learned that the Okefenokee and the Sill (the outflow of the river) were closed due to low water. Spring is normally the high water season, but El Nino had done a job on this area also. Put-in would be at the Fargo Route 1 bridge, the usual put-in for the river trip. My approach from the Okefenokee proper, the first 17 miles from the Stephen Foster State Park, would have to wait for now.

Even at Fargo the water level was low and the river was slow for the first 21 miles to the Route #6 bridge. At times I had to wend my way around huge cypress trees and their stout upright sprouts, often standing in the middle of the river. The triangular lower trunks all looked like junior teepees to me, and the tupelo trees were equally unique and looked as if they had each swallowed a huge pumpkin. But most impressive were the curtains of Spanish moss hanging from almost all taller trees. This was so completely different from my evergreen pine, spruce, birch, and maple northwoods world.

Seven-and-a-half hours in the boat were long enough for the first day, so I set up my little Eureka tent on a sand bank about a mile above the Route #6 bridge because I did not want to hear the traffic rumbling across it all night. The nice thing about the low water was that it exposed a lot of sand banks all the way down the river so that I never had any problem finding a suitable overnight spot just for me. Since I was fully self-contained as usual, having packed all my food and camping gear, including my favorite paddles and life jacket, at home in Orono, Maine, I did not have to stop at any town or store or campground, except for the occasional phone call home to let folks know my whereabouts. All I had to do was add water.

The first night the temperature dipped down into the 30s. I felt right at home and slept in polypropylene, polar fleece, wool cap, and wrapped an aluminum survival blanket around my sleeping bag.

Low water and a slow boat made going more laborious than I had anticipated, but the closer I got to Big Shoals, the more defined and deeper the river became. The cypress trees were no longer in the river but on its bank. They were still bare so early in the season and everything looked quite different from the evergreen mangrove forests of the Everglades, where I had spent a couple of spring breaks



Put-in at Fargo, Georgia.



Big old cypress tree.

White Sulphur Springs, a now defunct Romanesque swimming pool.



before.

But I made it to Big Shoals in less than six hours the next morning, scouted the rapids from the portage, and decided I could run it fine, even with all gear, except for one drop. I walked the course, marked the eddy where I would take out along the right shore, and it was no problem. I unloaded, lined the boat over the drop, repacked my gear and was off again.

Portages are hard on my 61-year-old bod, and I have done a lot of whitewater and even ocean canoeing, but I am not saying you should run it. There is a great wide and level portage trail on the left. Look for the take-out sign and listen for the falls. Walk the path all the way down to the put-in, a steep slippery drop over a bank, and decide what you can do, not what you wish you could. Big Shoals looks like a gear eater and at flood stage could be downright dangerous. And remember, this is the only stretch of whitewater of any significance. If you plan to camp here, you could just as well take out and pitch your tent at any of the nice level spots along the trail.

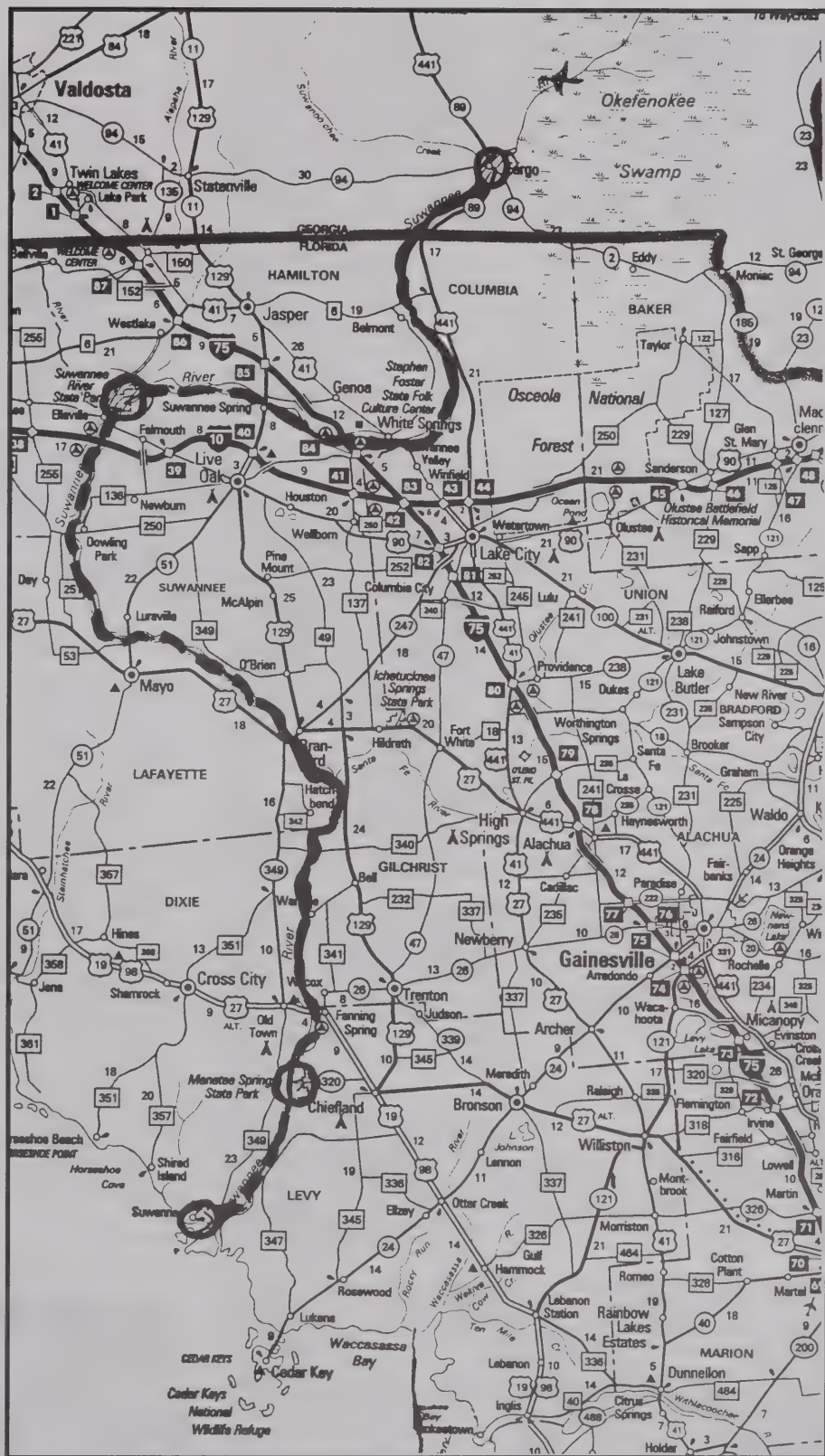
I like falls and hearing the rushing water all through the night and since I had paddled another 22 miles, my daily target for the trip, I decided to stop here and pitch my tent on the high banks on the right just below the falls, all alone, as always. Some other boaters must have stopped along the portage trail, but I did not see or hear them, which was just right by me.

The night was cold again, and mist was hanging over the river early in the morning. An immature bald eagle was flying by, lighting on a tall cypress for a moment, only to go on its way down river. The spell of tranquility was broken when I approached White Springs. The river almost disappeared and became a river in a river, in places only 5' wide, with sharp limestone edges which aluminum canoes do not like at all. They stop dead in the river when they touch that stuff, unlike Royalex boats which I am used to, coming from Old Town Canoe country.

After two bridges and White Springs proper, I saw the huge old stone walls around White Sulfur Spring, an early Romanesque swimming pool, now defunct. The overflow water was still running out into the main river through a beautiful masonry archway, and some water was bubbling out of the ground, crystal clear into the richly organic, tannic acid laden dark waters of the main river.

Minutes later I heard chimes wafting over from the Stephen Foster State Folk Culture Center. I had to stop briefly and pay homage to this prolific writer and composer. Pompous marble steps led into an otherwise friendly park, but the non-stop loud chimes did me in and I was back in my boat after a very swift run-through and phone call home.

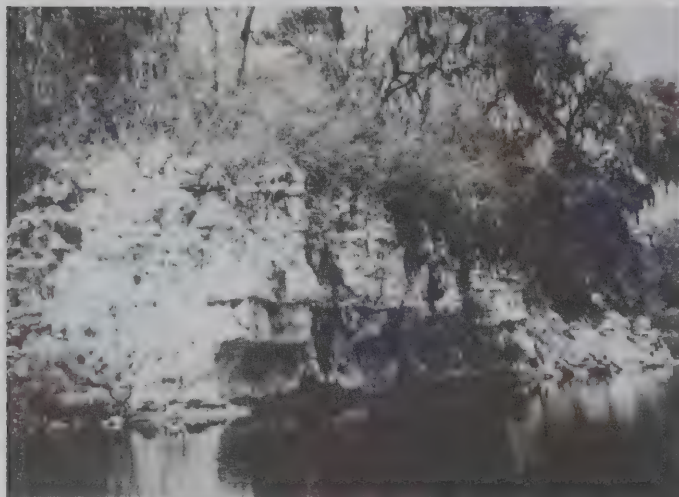
Slowly the river became a river again and the banks became steeper and turned into all limestone. Millions of years ago the entire Florida plate was an ocean floor, I had read, which was then lifted and tilted towards the Gulf side. For the next 100 miles or so the Suwannee cuts its bed through this shell, coral, and sand ocean floor. In places the banks were 30-40' high and very steep. With its chalky white color and pockmarked, gnarly surface, even small grottos and caves, it felt like paddling through a coral reef where someone had let out the water, a dry dive, if you know what I mean.



I saw fossilized shells in the walls and was absolutely spellbound by its brilliant white beauty. I decided to stop for the night on a sand bank inside of such a limestone canyon, at about mile #155, according to the free official Suwannee River Water Management District map which counts the miles upriver from the Gulf of Mexico.

The stretch to my canoe outfitter's home base at the Spirit of the Suwannee campground

was spectacular. Since the rock hopping was over, Dave even offered me a swifter boat, a 17'4" fiberglass Mohawk Blazer, which I gladly accepted since I had 150 more miles to go. According to him I had done all right in the old stubby 15' Grumman, a bit over three days to here. And what a difference a boat makes. The Blazer ran absolutely quietly and had a glide which came close to my 18' Jensen at home. I was impressed and pushed off ea



Wicked Fast

Forward-facing rowing by **Ron Rantilla**
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gerly after I topped off my water tanks and took care of phone and trash.

I made it early to my next overnight spot past the Route #751/249 bridge and the confluence with the Alapaha River, 20 miles in six hours paddling time. And I was glad I stopped, because I had barely set up my tent on a small sand bank when a powerful thunderstorm hit. The storm front tried to buckle the tent poles and blow me off the sand bank. All I could do was sit inside and absorb some of the impact shock by holding on to the poles from the inside in the very center of the tent. Eureka, it did it again, but then the rains came, and kept coming, and I was thinking of flash floods. I packed most of my gear and made plans for a hasty escape up the bank behind me, but the river never rose more than a couple of inches, which was fine with me.

A leaden sky greeted me in the morning. The tent was still wet but the gear had stayed dry, which was most important. It was a long straight 21-mile haul today to the southwest past Suwannee River State Park and the confluence with the Withlacoochee River. A mostly quiet six-hour paddle, including one hour for breaks, except for a very brief sporty whitewater stretch below the Route #90 bridge. The steep white limestone canyon-like shore gradually flattened and turned a dirty yellow brown, often covered with lichen, mosses, or algae. I finally pulled out on a small insignificant sand bar at mile #115 above Dowling Park, a large Christian retirement community.

I noted in my log that I had not seen much wildlife on my trip so far, some hawks, an occasional eagle and, of course, lots of vultures drying their wings in the treetops like cormorants early every morning. Once or twice I thought I saw an anhinga with its long tail and white wing streaks. At night I heard several big eight-hooter owls, often seemingly calling each other or even chatting with one another, a most unusual experience for me.

During the day I would hear big splashes on the water and occasionally see huge fish jumping clear of the water and then slamming back on the water, mostly on their right side, never on their softer belly. I asked a ranger at the park about these fish and was told they were sturgeons coming up the river to spawn, weighing up to 100 pounds, which I could believe.

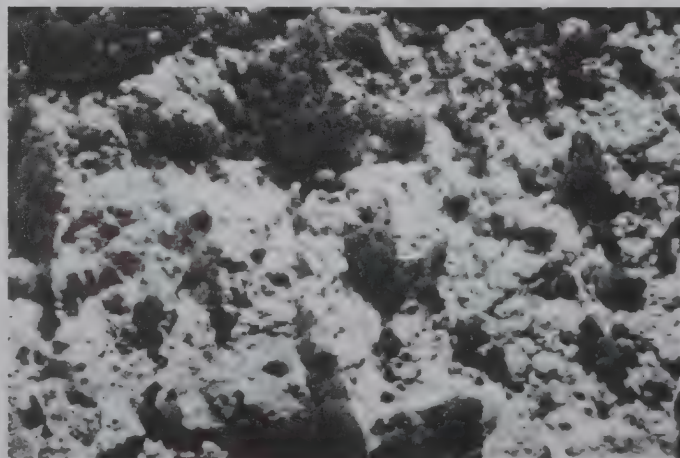
Then today I heard turkey calls, real close to the shore. Since I had never seen a wild turkey, I had to try and get a glimpse of him. I slowly, quietly approached the shore and was delighted that the calling continued. I strained my neck to see him, I waited five minutes, then 10, when suddenly a shot rang out. It was so close, so loud, and so unexpected that I froze for a moment.

Suddenly images of *Deliverance* raced through my head, and I was in the middle of the river and headed downstream with full steam before I knew what I was doing. Come to think of it, I never heard an impact, never heard a bird fall out of the sky. So had the shot missed, or was I the turkey? I'll never know, but I heard "Duelling Banjos" playing in my mind for a long time that day.

(To Be Continued)

Left, top to bottom:
 Stephen Foster State Folk Culture Center.
 Limestone canyon, part of the old ocean floor.
 Camped in a limestone canyon.

Below: Canyon wall close-up.



ROMEOs at Work

By Bob Hicks

It's been going on since 1996, volunteer work on boatbuilding and historic ship rigging at the National Park Service's Derby Wharf Historic Site in Salem, Massachusetts, culminating to date in the recent arrival back in port of the 18th century replica Salem merchantman *Friendship* (reported on in our July 15 issue). While the \$5 million *Friendship* is the feature attraction, several small boats have been undergoing ongoing construction in the rigging shed at the site by the ROMEOs, "Retired Old Men Eating Out", the volunteer effort spearheaded seven years ago by Jack Farrell (now in a nursing home after a severe stroke).

When I was alerted to the impending launching of the "Jolly Boat" for *Friendship*, the product of five years of ROMEO effort, I hastened to attend and meet the building crew and record the launch of their work. Chatting with several of them prior to the launching I found myself the junior member of the group, an unusual experience for me these days. When someone walked into the shed and addressed "Bob", four of us responded, another unusual experience.

But on to the boat and the launching. The 18' carvel planked tender is a design based on what the British Admiralty referred to as a "Deal Boat" in the late 18th century (after the town in which they were built), and was adopted by the U.S. Navy. The actual building plans came from the *U.S.S. Constitution*, but as *Friendship* is a smaller vessel, the boat was shortened from 22' to 18' to fit into the davits on her stern. The shortening was achieved by removing the midship set of molds and reducing the spacing of the remaining stations on the building jig by a couple of inches each to retain the basic shape.

The mid-week launch was attended by several of the builders still active on the project (over the five years about two dozen came and went every Wednesday), the involved NPS people, a local newspaper reporter and this journalist. Herewith a few photos.

Checking the fit to the davits, no attempt was made to hoist her aboard on her maiden voyage.

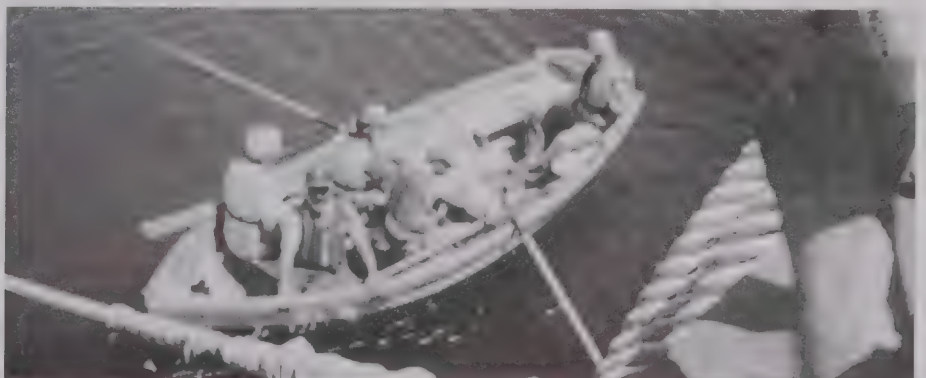


Formal pre-launch portrait with the historic Custom House in the background. From left are builders Don Cleveland, Rob Richardson and Don Woods, NPS staffer Hazel Trembley, builders Tom Nugent and Bud Collins, NPS staffer Colleen Bruce (a small boat nut herself), builders Bob Friedman and Bob Howe, and NPS staffer Mike Parr.



The launch from the trailer was a muddy push, that's Marblehead's west shore over there and it began to look like they might have to push the trailer most of the way across to reach deep enough water to float the boat. Builder Rob Richardson views the proceedings, perhaps wondering now, after five years, what will they do for an encore.

Afloat successfully, the Jolly Boat arrives alongside *Friendship*.





This is our little towing tug at the refinery in Pascagoula taking on water...engines running...no smoke...no TV antenna...varnish kept up...brass polished.

I have a recipe for peach cobbler that a man from Estifanulga gave me. He was a slave. It wasn't 1860 or anything, and the man wasn't even black, but he was a sure-enough slave. I met him while I was working on a little tug that towed barges of gasoline and fuel oil out of the huge refinery at Pascagoula in Mississippi Sound. We towed two barges through the Alabama WPA ditch, and the Wimico wiggles down the Jackson River to its confluence with the mighty Apalachicola. When we got there, we met the *Roulette*, a home-made paddle wheel pushboat that could sometimes, eventually, push one of our barges all the way up through the locks into Lake Seminole and on up the Chattahoochee as far as Columbus, Georgia. We would tow the other barge across the Gulf and then up the pretty little Withlacoochee River to the tank farm in Yankeetown between Cedar Key and Crystal River.

This is Jimmy-of-the-Ferg...fulltime deckhand for 30 years...he is less than 5' tall.



The Slave's Recipe

By Robb White

Roulette was an unusual boat, made by a mean old man specially to navigate the powerful and crooked Apalachicola. It was just a low, steel flatboat covered by a screen porch. There was a little shaky wheelhouse on the tin roof of the porch so the wheelman could see over the barge. An old wore-out General Motors EMD railroad locomotive engine sitting naked on deck, right in the middle, that drove the reduction gears for the two side wheels through greasy roller chains running off each end of a semi truck rear axle.

That axle was the key to the whole thing. The boat was steered (powerfully, I'll give him that) by working the air brakes on each end of the axle, first one side and then the other, with little rocker valves located all over the boat.

There was even one steering valve beside the rusty, dangerous looking, LP gas stove up under the wheelhouse so the old man who was captain, owner, and inventor of the thing could steer while he was cooking his dinner. He was so mean that most of the time, he couldn't get anybody to stay on there with him to cook, make up barges, pour oil in the old engine, grease the chains, change the carbons in the searchlight, and fix the roof and screen wire. But, towards the last, he had this man from Estifanulga working as a slave on there.

This was back before insurance companies outlawed towing on the short line in inshore waters. Short tow is the cheapest and easiest way to handle a barge. You ain't always breaking all those cables and knocking all those big scabs of rust off the boat and the barge trying to make up to the stern to push. The boat can run a real short crew because all they had to do to work the barge was to take in or let out on the towline to suit the conditions of the sea or the river. Some inshore boats ran, at least some of the time, with only two men, one in the wheelhouse and one to work the engines, barges and cook. Even some little seagoing tugs like us had to do that when it was too cold and rough to attract a crew, but it was tough.

Towing on the short line in narrow and shallow water is dangerous. Lots of tugs were run over or towed under by the barges after they messed up and ran aground right there in front of the tow. Though the few push boats like *Roulette* (there never was another one of those) that worked the Apalachicola River had to make up astern of the barge and push, because the river is so swift and tricky that running aground is the usual business, they could get by with short crews since they only had to work the barge once. Which business was a little tricky, too.

As soon as we got a lull in the barge transferring operation with the *Roulette*, the slave would swarm on board our boat to swap porno magazines. Deckhands get tired of looking at the same old naked gals all the time. I guess that's a pretty good rule about relationships with women in general, even real ones. If you don't love them, before long, you get tired of looking at them even when they are naked.

There wasn't much opportunity for conversation during a normal barge transfer. We would idle as slowly upstream as we could and still stay between the banks with both barges (sometimes three) on the short line while the *Roulette* tried to catch and make up to the after barge, like the copulation attempts of a string of ducks. As soon as he got the wires over the bits, the enslaved deckhand would run up the barges, monkeying from one to the other on the intermediate towlines and their bridles and come on us, hand-over-hand down the hawser like an orangutan with his magazines clenched in his teeth.

While all these acrobatics were going on, the *Roulette's* captain screamed and hollered back there about how he wanted to get tightened up to his tow and turned loose. Once or twice the deckhand had to swim back and got his new sweethearts wet when the old man got so mad he boiled out of his wheelhouse onto the barge and threw the intermediate towline between the two barges off himself. Once the slave traded a magazine whose theme was devoted to very buxom (some could even be called fat) redheaded, naked ladies with freckles and I was able to satisfy a curiosity that I

have had since childhood.

One trip, when the river was low, we had to tie up to the *Roulette* long enough to visit a little. The reason that happened was because when it got dry in the fall, there wasn't enough water for a full barge to go all the way to Columbus even with that old wigglesome *Roulette* hunting the deep water. We would tie up alongside and pump half (or whatever the old turd thought he could handle) the gasoline out of one of our barges into the empty one that they had brought back. It usually took about four or five hours. The deckhand from the other boat would stay in our galley and eat up the leftovers, drink coffee, and try to read all the porno magazines (hundreds, some from back in the '40s, ghastly stuff) that were stored under the galley seats while he gossiped with the cook, me.

I alternated between cooking, decking, engineering, and in the wheelhouse depending on the season and how pissed off they were about the last time I quit. He told me his story and gave me the recipe which I cooked up for desert that night. It made a big hit with our gourmet crew.

He got to be a slave because he had run off from the state mental hospital and the word was out. That hundred or so miles on the river below the Jim Woodruff Dam is just like one small town. All he would have had to do would have been to stop hiding in the swamp long enough for some sister's brother to catch a little glimpse and it would be back to Chattahoochee for him.

The reason he got committed was that he had a certain attractiveness and willingness to fornicate frequently around the neighborhood. Then he would slap his thigh, laugh loudly about it, and defend himself capably when confronted by the family of the willing girl. He had simply messed with the wrong people and got into a situation of local legal manipulation that was beyond him. Bad as it was, it wasn't as bad as it could have been. Some of these old daddies would shoot a man for that.

I know it may sound callous, and opinion has no place in a story like this, but it might not be such a bad thing. Some girls go through a little spell where they don't seem to be able to use their own good sense and are liable to get pregnant before they are ready. If a man has to think about old daddy, or old granddaddy, and that thirty-thirty, he might pay a little more attention to what he was doing. Wouldn't be so many women who can't take good care of their children and maybe not so many people like this man in places like Chattahoochee. He wasn't a bad person, just a reckless young fool. All he needed was something to make him think, like he had now.

As a fugitive from the mental hospital, he was hanging around the empty barge we left tied to the tupelo trees where the *Roulette* came to swap, and he followed the push boat upriver. At that time, the old captain was working the boat all by his mean-assed self and he had to tie up to the bushes every night to eat his supper and take his little nap. His evening ritual was that he would steer with his air valve by the stove while he cooked supper to get as many miles as he could in the few days when the dam's electricity gates were open and the river was navigable.

The poor hungry fugitive ran through the bushes (strolled would be a more appropriate word, old *Roulette* wasn't no real bank washer) and smelled the cooking. After the old man

pushed up for the night, the Estiffanulga man slipped on board, ate up the scraps, and left a few little coon turds around the deck so the old man would misblame the theft.

Usually the old man slept in the wheelhouse on a dog bed looking mattress because the screens up there weren't so badly poked out by the limbs along the bank of the river. But one night in the fall the norther came through, and he made his bed behind the pile of spare used truck axles out of the wind. The axle and differential weren't made to handle the torque of even a worn out train engine, and that was the weak link in the *Roulette*'s machinery. He caught the man coming for his supper and blackmailed him into being a non-paid hand.

With two people running the boat, watch and watch, the old *Roulette* managed to run 24 hours a day during the short times that the river was navigable, and things worked pretty good for everybody but the slave. I would have busybodied in and done something about it if I had thought it was the right thing to do, but the state hospital wasn't near as nice a place as the *Roulette*. Shoot, in those days it wasn't even as good as Tate's Hell swamp, and I'm not so sure it's any better now.

Finally, we rusted out so bad that the company had to put our old boat in dry dock over in Mobile to half-sole the bottom one more time. What we had been doing was driving wood stobs in the worst of the rusty holes. When the old (just about in as bad shape as our boat) floating dry dock they had in Mobile finally got enough water pumped out so the old boat's bottom was visible, all those stobs sticking out of all that rust put me in mind of some old World War II mine that you used to see in the movies.

We stayed in the dry dock for a long time. The crew hung around in the galley all the time and got on my nerves, and I had to take a plate once or twice. It was a tradition on there that if a man complained about the food, the cook could snatch up his plate and substitute a paper plate, a can of Vienna sausages, and a stalk of old roachy saltines). I spent some of the time trying to catch this giant catfish that lived under the dry dock, and I went to town a couple of times and walked up and down the river bank, but I soon got tired of all the nastiness of Mobile and took my sock full of Susan B. Anthony dollars and caught the bus back home.

I have been doing things like that off and on most of my life. I worked on that same old boat a bunch of separate times in the last 30 years. I don't remember exactly what I did after I quit while they were in dry dock in Mobile. I think I drove the bus for the senior citizen's center for the summer and worked on the boat in the shop in my off time. I always have a boat in my shop, no matter what.

Anyway, when the winter came, I figured the old tug would finally be back on the job and short-handed because of the mean conditions of the Yankeetown run when it was cold and rough. I sort of got along with the old captain who had been on there ever since the boat had been built in 1952 and, even though he would get pretty pissed when I wandered off, he would put me back on if I showed up grinning in January.

He was kind of comical about it. He would shuffle around and around in the bedroom slippers he wore all the time to try to prevent the terrible gout, and work his false

teeth first one cockeyed way and then the other. Finally after he had jammed his hands down in all his pockets and snatched them back out again like he had felt something hot down in there, he would stammer his same old speech about how he ought to be ashamed of himself for encouraging sorryness.

"But goddamned people were so goddamned spoiled with the government handouts (not that you got to have none of that money, you rich-assed bastard you) that you just couldn't get nobody that would work no goddamned more."


I got on as engineer this time. I was overjoyed about it. I had an old nemesis on there and I knew he hadn't quit. He was a lifer with the company, just like the old man, but my being on there put him on the other crew. That way the only time I would see the mean son-of-a-bitch was when we traded crews. I turned the mattress over and settled right back in again.

Some things were different. First, though we were still on the Yankeetown run, we were towing straight from the refinery at Chalmette, just below New Orleans. While the boat was in dry dock, the company had leased a Louisiana Delta boat (commonly called "coon ass" boats for some bastardization of one name for French speaking south Louisianans whose circuitous etymological trail has long been lost).

If you decide to add that to your vocabulary, watch yourself because there is another branch of French speakers in that state who call themselves "Creoles." Neither group likes to be confused with the other and nobody likes the English to overstep themselves. The Delta boat was to take on the intracoastal work. I guess this could be taken as another ethnic slur but even those big oil companies ain't got enough money to get a coon ass to take his boat to Yankeetown across the Gulf in the wintertime.

The New Orleans boat was experienced with big, swift, crooked rivers and they soon shooed the old *Roulette* off the Apalachicola and started taking the gas to Bainbridge, Columbus, and St. Marks all in the same trip, in a route just like a potato chip truck. As soon as that happened, the old turd that owned the boat promptly went bankrupt and got a job abusing people at the state hospital in Chattahoochee. The slave hit the river swamp again.

(To Be Continued)



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First, and last, sail of the 2000 season.

Our Y2K season with *Sea Dog* was off to a great start. Naomi had everything in order and well ahead of schedule for a mid May launching.

I, on the other hand, was committed to building a little catboat. We wanted a fun little boat, (10'5") that would be easy to take along on vacations. The boat, *Bitty Kat*, a Harbor Cat-10, was to be the first of its kind, the prototype for future catboat kits. The goal was to complete it in time for the WoodenBoat Show in Mystic, Connecticut, June 2000, and have it look good enough for the designer to want it there.

Because of our work schedule, we had only a few hours on weekends to accomplish this. With that in mind, we reluctantly enlisted the help of Shamus Donagain.

Shamus works fast. He becomes very focused and lets nothing get in his way. He gets

Screech. . . Check the Oil First

By Greg Grundtisch

the job done, right or wrong. Shamus can also be a bit impatient and overconfident, but he jumped right in and took charge. In very short order, along with the help of the lovely and talented Naomi, *Sea Dog* was scraped and painted, spars varnished, mast stepped, slung into the water, and otherwise ready for the shakedown cruise.

Shamus wanted to sail, and he wanted to do it right now. His impatience was becoming an irritant. He would continually state how hard he worked and should be rewarded with

a sail. He promised he would help with *Bitty Kat*, if necessary, but "let's go sailing!"

It was now June and *Bitty Kat* was still incomplete. With the show only two weeks away, I reluctantly gave in to the persistent Shamus. We took *Sea Dog* out for a quick afternoon sail, just to make sure everything was in order. Shamus assured me that all was ship-shape and, "let's get going, we're burnin' daylight!"

It was a short but enjoyable sail. We got to do a little fine-tuning and then just relaxed and enjoyed the remainder of the day. It was a good idea to take a break from all the work and hectic pace.

The next weekend was the show and everything had to be finished. We had to leave for Mystic on Friday. And on that Friday, with paint and varnish still drying, we traveled to the show.

It was a wonderful gathering of boats of all types. *Bitty Kat* was well received by her designer and the general public. We were all very pleased with her appearance and her sailing qualities.

Shamus, (we had to bring him) decided to put her through a sea trial of his own unique design. He ran aground once, hit an aid to navigation while trying to take a photograph, and came within inches of colliding with the Mystic River tour boat. Thankfully the show came to a harmless end and we made our way home without further incident.

Now our attention turned to *Sea Dog*. She had been ignored for weeks and it was now time for our first real sail of the season to get under way. On board were Tom Gruenauer and Ron Zerkowski, both highly skilled Great Lakes sailors. We also had Bill Ayler and his son Billy, collectors of antique and classic boats. The beautiful Naomi was there at my side, and Shamus Donagain was also aboard (we had to bring him).

Out of the harbor and into the lake we went. The day was sunny and warm with a steady 15-knot breeze. It was smiles and laughs, a good time with good company.

Shamus proposed we toast the boat, crew, and the first sail of the season just for good

First sail of 2000 season - rebuilt engine will be installed in June 2001.



Bitty Kat at the Mid Atlantic Festival, October 2000.

luck. I said that I didn't have anything for a proper salute. Without saying a word Ron went below and came back up with bottle. He passed it to me and said, "this is for you." I turned it around to read the label. It was Screech, the preferred beverage of Newfoundland sailors, the libation Farley Mowatt wrote about in his book, *The Boat Who Wouldn't Float*. Only Ron could have found this wonderful elixir. I thanked Ron for his thoughtful gift and cracked the bottle open. We raised a mug or two for good luck and the day went on beautifully. But Shamus looked worried. He said that it was bad luck not to finish the bottle once it was opened, and we did not pour any overboard for the Old Man of the Sea. I offered that the unfinished bottle rule only applies east of the Bay of Fundy, and this is Lake Erie, not the sea. Shamus was still concerned, but allowed for the possibility.

It was getting late in the afternoon and time to head back in. We sailed as far up into the harbor as we could, not wanting this glorious day of sailing to end. I started the engine, took in the sails, and motored into the narrow channel.

The engine suddenly stopped. I restarted it. Again it stopped. We could not start it back up. We had to be towed the remaining 300 yards to our dock. Very embarrassing!

After tying up, we spent time tinkering and trying to figure out the problem. We checked fuel lines, filters, pump, and air in the system. Everything seemed okay. We were tired, greasy, and baffled.

Shamus mentioned to Naomi that this would have been avoided if we had finished that bottle. Naomi looked skeptical but agreed that you should not usurp the tried and true tradition of sailors. When we finally got home, Shamus thought it would be only prudent to finish the bottle of Screech, just to be safe.

The next day we tried again to repair the engine. We could get it running briefly and it would quit.

"Got to be filters," said Shamus. He knows nothing of mechanics.

Naomi, a happy sailor.



"Did you check the oil," inquired Naomi. Of course I've checked the oil. Didn't I? For reasons that escape me, I reached down and checked the oil. No oil! Where is the oil? How can the oil be gone? There is none in the bilge, where is it?

"Shamus! Didn't you put oil back in when you changed it?"

"I thought you changed it."

"What!" Well, one of us changed it, and one of us neglected to put oil back in. So I put some oil in and slowly turned it over. It would still only run briefly and die out. We eventually called in a number of "experts" and they could not find the problem. Weeks went on and no one seemed to know what to do.

Naomi was beginning to lose her cheerful disposition. She got on the phone, determined to find a real expert, a bonafied marine diesel mechanic. She found one, a very good one. He looked over the engine and quickly had the engine out, apart, and diagnosed. We had spun the rod bearing and scored the crankshaft, all because we ran the engine and kept trying to restart the engine with nothing but old oil residue in the pan.

By the time we learned of this and had the repairs made, the season was finished for *Sea Dog*. But we still had our little catboat to sail. Over the summer and into the fall we took *Bitty Kat* to a few more shows, sailed in some new waters, and met some interesting people. We had great fun with it and hope to bring it with us to Rockland, Maine, this year for the Friendship Sloop Homecoming the week of July 23, 2001.

A final note. Ron has given me another bottle of Screech, a Christmas gift. Again it was opened but not finished. A test to prove Shamus wrong about his silly superstitions. So far it has been an above average year. Time will tell, but for our first sail this year we plan to invite the same crew, share with the Old Man of the Sea, make the appropriate toast and, without fail, finish the bottle! Just to be safe. Happy sails.

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Finish line efforts, Cory Spinale's strong sprint with good directional control, Chris Viera's somewhat more swoopy and uncertain approach, the nicely controlled finish by Andy Haley for *The Fonz*, which was the winning boat, and the dejected arrival of a swamped contender.



The Galvin Cup Regatta

By Bob Hicks

It was quite a gathering on a sunny early summer day at the town beach on Lake Quannapowitt in Wakefield, Massachusetts. A fleet of 24 identical 6' skiffs, the 260 eighth grade students who built them, the shop teacher who conceived the whole "crazy idea" three years ago, and the Galvin Middle School principal who encouraged the entire scheme and stated on this culminating day of a scholastic year of effort, that, "This is the best thing that happened in the school this year."

I attended to once again do my journalism thing about this youthful messing about in boats (I covered the first regatta in 1999) and bask for a couple of hours in the high level energy radiation from 260 energetic teen age young adults enjoying their pre-graduation "field day" by "racing" the fruits of their boatbuilding labors in the 3rd Annual Galvin School Regatta.

Involving young people in modest boat building projects goes on in a number of places around the country led by visionary mentors, but the sheer scale of Jake Darnell's vision and the enthusiastic support of the school administration strike me as unique.

Jake manages this large scale effort through the structure of the shop classes he runs, which all students must take. In all, five cycles of building took place over the school year, each of eight weeks' duration, during each of which up to six boats would be built by teams of about 12 students each during daily 40 minute classes.

The Regatta takes place as the school year ends for the soon to graduate eighth graders, with a parade through town of school busses full of students, a flatbed trailer truck provided by the local Crystal Trucking Company carrying the fleet, led by police cruisers with flashing lights and sirens sounding. At the beach a DJ sets up with music, food and drink are stockpiled, frisbies and such fly hither and yon, and on the water no less than 72 match races take place between all the boats and their building teams. It's a wonderful ambience.





Pushing the envelope: Initial static starts afloat at the edge of the beach soon were assisted by modest shoves from team mates, ultimately leading to this effort in which the paddler was propelled far out towards the turning buoy by her team mates, and rushed ashore on her return.



A few parents found the time to look on as their kids had their big day.



The 2001 boat: Designed by shop teacher Jake Darnell, the skiff measures 6' loa x 44" beam x 13" amidship depth, weighs 25-30lbs, is constructed of 1/8" lauan ply over 3/4" pine framing with a 1-1/2" stem and 3" x 1/2" keel plank of pine. Fasteners are deck screws and Titebond glue with two coats of latex sealer under a single coat of latex semi-gloss exterior house paint. The backrest provides support for double paddle propulsion this year replacing previous years' oar powered designs.

Teacher Darnell looks on, sitting where he was told to by the school teaching staff on hand to run the Regatta. "You've done your part, now enjoy it," he was told. Number One booster and school principal Dr. Paula Mullen, looks on with pleasure. Jake worries a bit now that since his dream has achieved such total scholastic and community support, he's maybe in danger of slipping back into the mainstream he's assiduously avoided over years of teaching in alternative schools with his unorthodox ideas and methods.





More Cartop Herons

By Germaine Connolly

Since you have recently published a feature article about a cartop dinghy called "Green Heron", I thought you might like to read about a cartop that began half a century ago and is still going strong.

I bought my Heron sailboat six years ago from a man who had graduated from college and also from dinghies. The hard chine sailboat was made by Bell Woodworking, Ltd. (Leicester, England) of mahogany plywood, with mahogany centerboard, centerboard case, rudder and thwarts. The suit of sails is by Jeckells, the Sailmakers, of Wroxham and Lowestoft. The dinghy is gunter-rigged, but also rows or makes use of an outboard motor (I use an electric trolling motor). There are three white inflatable flotation devices (Jack Holt design), one under the deck and one each under the starboard and port thwarts. Bells no longer makes Herons although many other boatbuilders in the UK do and many are made from kits. No one is sure how my boat emigrated to the States or how old it really is. Supposedly, an older woman imported it and sailed it for many years, then sold it to the man that I purchased it from.

My Heron was the only one that I had ever seen until I recently visited Cambridge in England and met a friend from the Heron Class Association, a very active sailing group in the UK and Australia. Supposedly, over 10,000 Herons have been built, some from kits. Herons are now made from wood, fiberglass and wood/epoxy.

The first Heron was built by Bell Woodworking in the winter of 1950-51. Jack Holt had previously designed a 14' dinghy, but *Yachting World* magazine commissioned a smaller boat from him that would not require a trailer. Although it was not *Yachting World's* intention at the time to start a class, the Heron Class Association is very alive and well with much racing in the UK and Australia. There are rumors of another Heron in the States somewhere out west.

And by the way, I wouldn't dream of putting my Heron on top of my car.

The Bell Woodworking catalogue for the "small transportable boat which needs no trailer" has the following to say about their boat:

The *Yachting World* Heron Cartop: Dinghy Designed by Jack Holt The Small Transportable Boat Which Needs No Trailer

"A heavy demand for plans of the "Y.W." GP-14 has left us in no doubt that a hard chine plywood skinned boat, designed for amateur construction, fills a definite want. There are, however, many "would be" small boat constructors and sailors who live away from the sea and would like to take their boat with them when they go, or, alternatively, would like to take the boat on holidays to waters more remote. A 14 footer, however, needs a trailer,

and this runs into additional expense, were it be home made or not.

It was apparent, therefore, that a boat which could be carried on top of the average small car of 10hp and upwards, would save this added expense. We therefore asked Mr. Jack Holt, who has produced two hard chine boats with superb sailing qualities, the *Yachting World* Cadet and the *Yachting World* G.P. 14, to design us a little sister ship to the latter which would still be capable of carrying two adults and two children without overloading, but which would not require a trailer. The result is the "Y.W." Cartop Dinghy.

She is a boat, 11'3" in length, in which constructional weight has been studied with the utmost care. She has only five frames, a wooden centreplate and rudder, and is half-



decked. She can be sailed, rowed, or used with an outboard motor. Gunter rig has been adopted so that all spars, including the mast, can be stowed inside the boat.

The prototype proved to have all the excellent handling qualities of her predecessors. She is light, and can easily be got on to a roof of a car by two people. On a 150 mile journey she showed no signs of moving whatever.

For those whose garages are high enough, the boat can be suspended from the roof, and hoisted a few inches clear of the car by means of two small tackles. For this purpose eyebolts to screw into the keel have been devised.

A lot of thought has been put into the design of this little boat, and only the minimum of parts have been used so as to ensure a light boat which, at the same time, can be easily constructed. On trial the "Y.W." Cartop Dinghy, on account of her light weight, rowed easily, and with a Seagull Model 40 outboard motor her performance under power was satisfactory. When not in use the motor can be carried in the stern.

One of the chief difficulties encountered in designing a small sailing boat is to prevent people from sitting right in the stern, and for this reason the stern thwart is well forward with the side benches and when sailing the crew should sit as near amidships as possible. Rubbers have been fitted to the bottom to prevent the plywood from being damaged

when the boat is carried up and down a beach, while the skeg ensures steady running.

The centreplate has no tackle and, like the G.P. 14, is wooden and held in position by a friction pad.

Intended as a small knockabout dinghy for family use, the Cartop Dinghy provides a step between the Cadet and the G.P. 14 as regards size and cost, although owing to the small quantity of materials in her, her cost will be much lower than that of the latter. With an outboard she is a small motor launch; with neither power nor sail she can be used as a rowing boat.

Every wooden part necessary for the construction of the Dinghy is supplied fully machined in our kit, of first-class timber, planed, bevelled and haunched as far as possible, and conforms to the drawings issued by the *Yachting World*.

The transom and frames are assembled ready to set up on the floor and to receive the hog, chines and gunwales. This method of construction obviates the need for building stocks so that only a few hours work is necessary to complete the framing ready to receive the planking. The method of marking out the floor is shown in full detail in sheet No. 4 of the *Yachting World* plans.

Brief Building Instructions are sent with each Kit, and assembly can be started as soon as the Kit is unpacked."

SPECIFICATIONS

Frames, floorbearers, keel, hog, transom, apron, carlins, king plank, side deck and seat knees, rubbing beads and rudder stock and centreboard are mahogany.

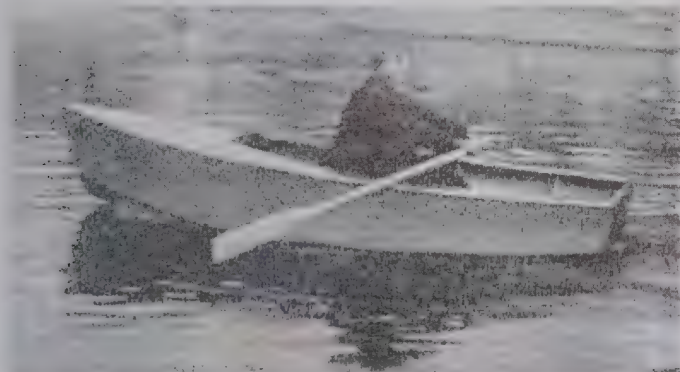
Chines, gunwales, thwart risers, mast, gaff and boom are Sitka spruce. Note: Gaff and boom are glued up ready for sanding.

Centreboard case, thwarts and side seats are prime western red cedar or mahogany.

Tiller is ash, floorboards are pine.

Skin is mahogany plywood marked out in 12 panels together with four jointing steps.

Rudder Blade is plywood.



Y.W. Cartop dinghy rows easily.

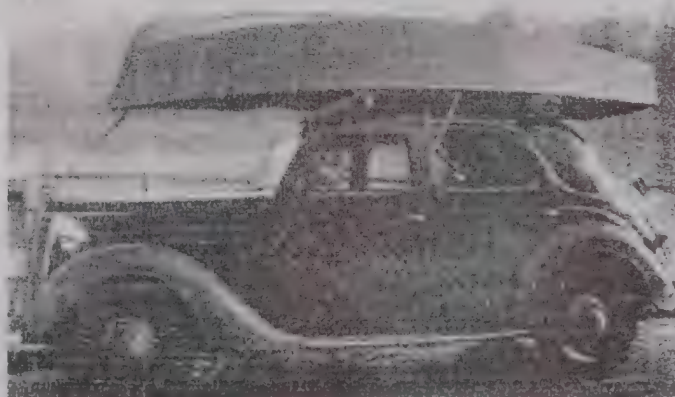


Designed to carry two adults and two children.

Handles well with outboard.



Rides easily on rubber rollers on top of car and is easily handled by two people.



In the last section you were left to ponder the plan, sheer, and keel lines of our dinghy. The mid section at Station 5 had been provisionally determined with a beam of 5'0", waterline beam (BWL) of 4'6", draft of 6" and a hull depth of 21". These dimensions were transferred to the plan and side elevation drawings which brings us up to date.

Let us look next at the plan shape of the dinghy. Given the maximum beam, taken to the outside of the skin and not including any rubbing strips, the width of the transom must be decided and the fullness of the bow at sheer level. One further point which has to be borne in mind is the fact that the stem and keel do not normally meet at a single line, except perhaps with stitch and tape construction, but rather on what is called the rabbet, of which more later.

Basically this is because the planking has to be fastened to stem and keel which, in turn, must therefore have sufficient thickness for this to be practical. Having mentioned this, we can now ignore it for our present sketch since it will not have any effect upon the processes of the design we are working on.

Sketch in on your drawing a line which gives a pleasing shape for the plan; i.e., a pleasing sheer line as seen from above, with a half transom width of 24". Now measure the length of this gunwale line, it cannot exceed 160" since this is our self-imposed maximum and it will be better if it is a little less to give a safety margin.

Measure the line by curving a piece of thin card or stiff paper around the gunwale line and marking off the stem and transom. If your line does exceed 160", reduce the fullness a little until it is correct.

Design Rules – OK!

By Dennis Davis

Reprinted from *Afloat!*

Mark in the half chine width, 21", at the transom and sketch in the chine line which, for the moment, coincides with the waterline. Note that because the chine finishes at the bow on the 15'0" line, the distance between the gunwale line and chine remains at the bow showing that there will be flare right up to the stem. This is quite good for a cruising dinghy since it will tend to make the boat dryer in wave conditions.

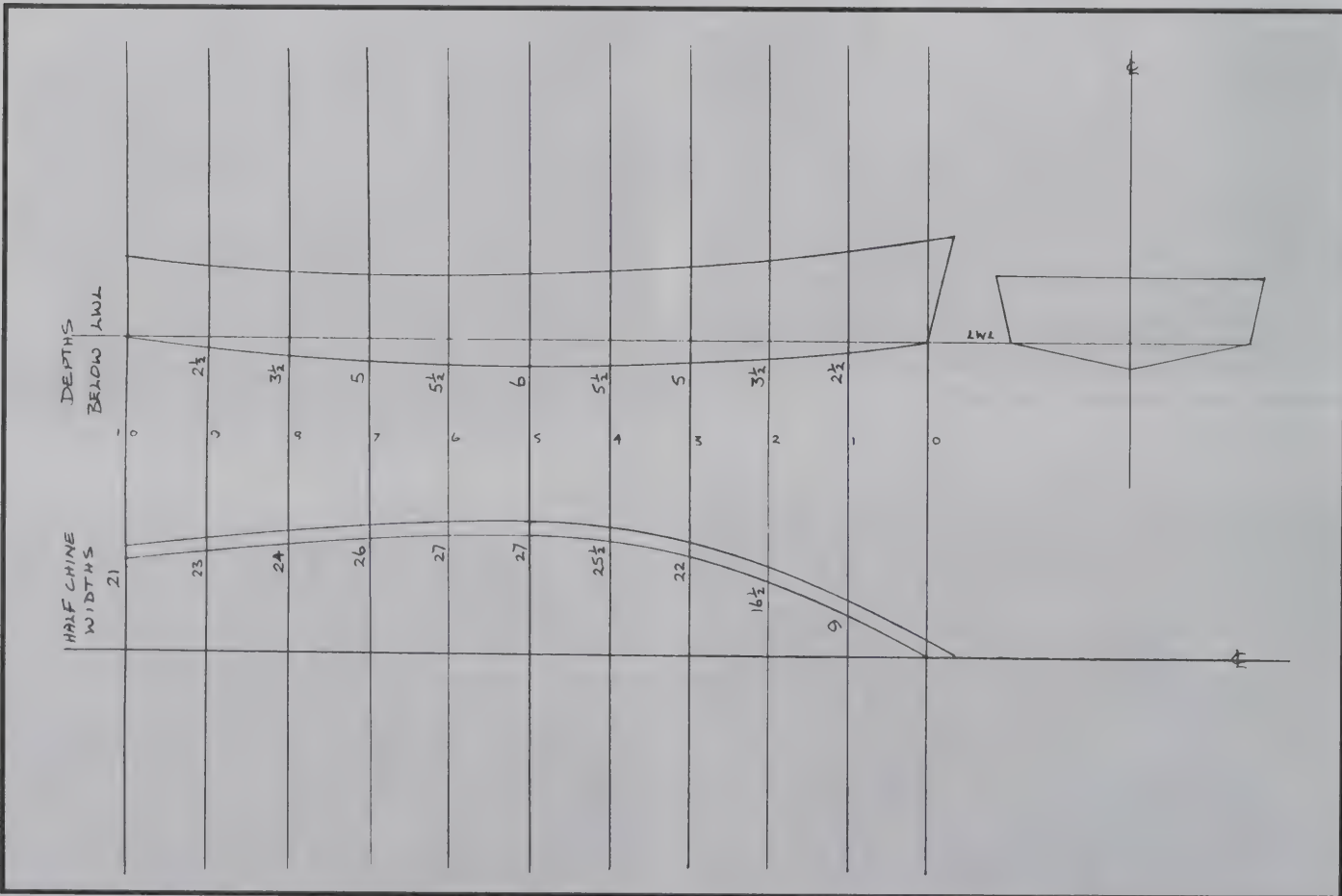
Plan shape is obviously an important factor and one which is often governed to some extent by rules, remember the diamond-shaped deck plan of racing kayaks and canoes to enable them to conform to a minimum beam requirement. With sailing craft very full aft sections and a broad transom can create problems when the boat heels, in extreme cases the rudder can leave the water entirely and, of course, control is lost and the boat broaches; i.e., lies on its side and turns into the wind. In a dinghy this means an inevitable capsize and in keel craft a considerable loss of speed plus a possible swamping. Extreme shapes are best avoided, at least until you know what to expect from them.

Having achieved a pleasing sheer line in plan, let us look at how this will appear on the side elevation. It is usual to have the lowest point of the sheer at about two-thirds of the LWL aft of the stem, in our case about 10'0"

aft, with the maximum freeboard at the stem. Our dinghy has a midpoint freeboard of 15" so try stem freeboard of 24" and at the transom 24" divided by 1.4; i.e., 17". This will give a low point of about 14-1/2". These dimensions are very much what the designer wants to make them, would the profile look better with a vertical stem and a raked transom? It is considered normal to have a transom that rakes more than the stem. Or perhaps with both vertical? The choice is yours, and don't forget that with a vertical stem you can still introduce some flare by having a stem which is some inches wide at the top, tapering to whatever it needs to be at the forefoot.

We now need a keel line to complete the profile. The draft at the midpoint is provisionally fixed at 6" so a line can be drawn which joins the bottom of the stem, the 6" draft point, and the bottom of the transom. Does this line look correct? If the distance on each station line from waterline to this keel line is measured, they should be symmetrical about the midpoint. For the purpose of doing a few calculations this will be convenient but for a practical sailing dinghy it may be less so, check the profiles of some sailing dinghies and find out where their deepest section is normally placed.

Finally, on the profile, we require the line of the chine. This could be taken to be the same as the waterline as drawn, but a little experimenting will show that such a scheme may not prove satisfactory in practice. Take a narrow rectangle of thin card (hoard bits of card, designers are always needing them) of roughly the same proportions as the hull side panel. If you curve this to take up about the same curve and angle as the side panel you will see that as



the upper edge, the sheer, takes a pleasing curve so does the lower edge, the chine. Hold it on a table and look at it at tabletop level, that lower edge looks nothing like our straight line on the drawing.

If we really wanted to achieve that straight line the hull side panels will have to "hang;" i.e., the panel chine line will have to curve downward at each end. Alternatively, if we keep the panel chine line straight we can achieve a nicely curved chine on the boat. The only problem is the actual shape of this side panel. At this point it may be relevant to introduce one of the problems of designing for plywood construction. What appears quite satisfactory on paper may not be so when it comes to a recalcitrant sheet of 6mm plywood. This comes about because flat sheets of ply, when curved in one direction and twisted at the same time, usually want to take up a perverse curve across the panel as well.

When using compounded ply construction the panels often try to form a hollow curve around the midsection of the hull. This may or may not be a problem, the resulting flare may be welcomed as an asset. More normal chine construction usually involves the ply taking up a conic shape at the bow and possibly at the stern depending upon the shape of the hull. In practical terms this means that if frames are made with straight sides the ply may well not wish to lie flat against them without considerable pressure being applied and, in extreme cases, it could prove impossible to build the hull as designed.

There are ways around this at the design stage, but it is another indication of the importance of thinking about construction throughout the design process. So we have yet another choice to make but again, just for the simplicity of calculation, let us leave the chine and waterline coinciding. Some calculations can now be carried out to get some indication as to the practicality of the design thus far.

The first objective is the displacement offered by the underwater shape we have provisionally drawn. Remember, the displacement is the weight of the volume of water displaced by the underwater part of the hull. We have just determined what this shape will be based upon an estimate of the weight of the dinghy complete with crew and gear, namely 700 lbs., and a draft of 6" based upon a guide to the block coefficient of 0.35. The method is straightforward and we shall not bother about the theory behind it.

Draw out the table as shown to the right and complete it from the dimensions on your drawing. With the straight chine line there are only triangles to deal with when working out the areas of the sections, and their dimensions can be taken from the plan and profile drawings.

"Area" then is the area of half the underwater section of the station, "SM" are the Simpson Multipliers which always follow the same pattern, starting at 1 at the first station, then 4, 2, 4, 2, 4, etc., finishing with 1 on the last station. The levers begin at 0 on the centre station and number outward from this. From these figures we can now obtain the displacement, or weight, that the underwater shape of our dinghy will support in water. Displacement = $\frac{2}{3} \times 9.68 \times 1.5$ (the interval between the stations) = 9.68 cu. ft. This is a coincidence, because our common interval is 1.5, it would not normally be the same as the product total.

Stations	Area (ft ²)	SM	Product	Lever	Product
0	0	1	0	5	0
1	0.08	4	0.32	4	1.28
2	0.20	2	0.40	3	1.20
3	0.38	4	1.52	2	3.04
4	0.49	2	0.98	1	0.98
5	0.56	4	2.24		6.50
6	0.52	2	1.04	1	1.04
7	0.45	4	1.80	2	3.60
8	0.29	2	0.58	3	1.74
9	0.20	4	0.80	4	3.20
10	0	1	0	5	0
			9.68		9.58

Displacement in cu. ft. = $\frac{2}{3} \times 9.68 \times 1.5 = 9.68$ cu. ft.
 Displacement in pounds in salt water = $9.68 \times 64 = 620$ lbs.
 LCB = $9.58 - 6.50 / 9.58 \times 1.5 = 0.48' = 5.73''$ aft of station 5
 (LCB - longitudinal centre of buoyancy)

This figure can be converted to pounds in salt water by multiplying by 64, giving 620 lbs., it will be a little less in fresh water. This is 80 lbs. less than we had reckoned, so there are things to do. We could make the hull lighter, we shall shortly have to work out more accurately what it is going to weigh anyway, but that may not be a good idea since boats and their gear usually manage to increase in weight rather than decrease. It will make more sense to increase the volume of the underwater shape, and this can be done in a number of ways; the draft could be increased, the chine could be brought into the water amidships, the chine beam could be increased, or we could simply allow the existing chine to submerge until weight equals displacement.

Before deciding upon which choice to make, let us take a look at another formula. If we divide our found displacement, 620 lbs., by $15 \times 4.5 \times 0.5 \times 64$, we get the block coefficient, which comes out at 0.29, like the displacement, lower than anticipated. This is because our dinghy has a rather fine underwater shape. Using these figures, we can manipulate the displacement/ draft/fineness to obtain an acceptable result; e.g., if we want to increase the displacement to our original 700 lbs., divide this by $15 \times 4.5 \times 0.29 \times 64$ and we get a new figure for the draft of 6.7, this is without immersing the chines, of course.

Even easier is to multiply whichever dimension you choose by the ratio 700 (required displacement) over 620 (calculated displacement), thus $700/620 \times 0.5 = 0.56'$ or 6.7". A new LWL or BWL can be calculated in the same way. A better solution may be to extend the draft of 6" further along the waterline toward the bow, say to between stations 3 and 4. This will give a better keel line for a sailing dinghy and, at the same time, we could raise the bottom of the transom an inch above the LWL and lower the stem an inch below it. This seems to be a good position in which to leave you figuring, we'll look in the next issue at what effect these changes will have on the shape of our dinghy.

DENNIS DAVIS DESIGNS

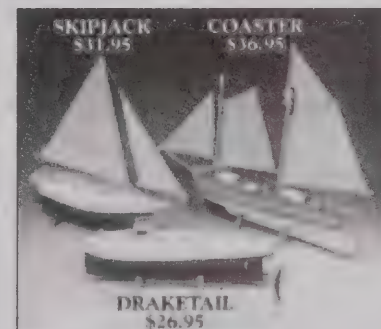
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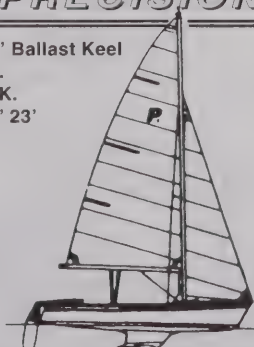
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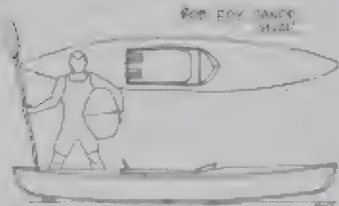
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How Tough

The choice of a boat for long journey is obviously a matter of personal preference. From the examples of different designs given in the last section, you can see everyone has their own idea of what will work best. Let's see what you might choose if you wanted a boat to make such a trip.

Look at the drawing of the smallest and lightest of the possible choices, the Rob Roy.



The cruising canoe is a very able boat, it can handle rough water with ease. It is fast and easily driven. It can cover great distances in a day under paddle power. Like its closest brother, the sea kayak, it is without a doubt the easiest of all to bring ashore. See the following drawing of this being done on a rugged shore.



Nathaniel H. Bishop had different ideas altogether. He carefully studied numerous small boats while traveling in seven different countries to find the boat of his desire. On sea-shore in New Jersey he found what he was looking for. This would be the boat for his journey, it was a boat known among gunners as a sneak boat. This was the first time he had ever seen the boat. He believed it offered ample stowage for one person and referred to it as a home-like boat. See the drawing of what a basic sneak boat looks like.



Capsize, a Study of an Adventure

By Don Elliott

Introduction

This is Part 11 of a series of articles which began in the March 1 issue which will be an interactive study of a small boat adventure, an analysis of events described in Chapter 12 of Stephen Ladd's book *Three Years in a 12' Boat*. Each article will include a question or questions for interested readers to consider answers. Suggested answers will be included in the following articles.

The purpose of this series is to look at the problems facing people who go off adventuring in small boats. Stephen's boat was self-designed and self-built. Was it designed correctly for the conditions it might face? That question is the focus of this study, to look at not only Stephen's boat but also design aspects of all boats used for such adventures.

Safety of the boat and its crew must be the very first thing any small boat designer must consider when he designs a boat.

It was Mr. Bishop's opinion that a canoe was a risky choice for the trip. Although the canoe was lighter, more easily transported, and could be paddled at a higher speed, he questioned many characteristics of the canoe. He believed it lacked the comfort of the sneak boat and might prove too fragile for the trip. His choice was the sneak boat over that of a canoe.

The canoe or kayak is truly a fantastic craft. However, I might add to Mr. Bishop's comments that canoes or kayaks are poor sailers, and I believe also that if you were not very tough you would soon tire of the amount of paddling required for such a long trip.

Yakaboo is a remarkable boat. It is an able sailor in the right hands. Fredric Fender designed *Yakaboo* and sailed it through the West Indies from end to end, an incredible journey for such a craft. The press at the time referred to *Yakaboo* as the "Mahogany Coffin," however, the islanders called it "the boat that flies." Fredric's skill as a naval architect and very skilled seaman proved that *Yakaboo* was clearly a boat that could do the job. I have included a drawing of *Yakaboo* for your reference.



The boat in this series of articles is, of course, *Squeak*. Was *Squeak* a better choice than the others? In the next article we'll see what requirements make up the cruiser's needs. Now that you have had a chance to review the boats, which one would you choose? If not one of these, what else comes to mind?

I read an article recently where a kayak broke into two pieces while on an ocean passage. However, with today's materials it should be possible to build a durable boat. If you decide to use a kayak for any trip of this type, make sure it's a good one.

Important Things

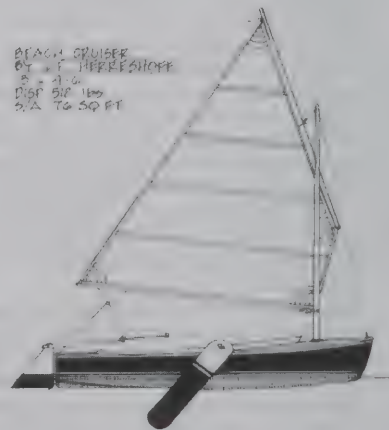
Attention to the small details guarantees the whole will succeed. This article will look at the details that make up a beach cruiser. The features that designers consider important can make your journey an easier and safer one.

It is certainly an aid to a designer to know the needs of the specific individual when he's designing a boat, those needs may vary a great deal from person to person. Things like comfort and the capacity to carry a lot of gear might be important to one person, while another might get along with a lot less and have a higher level of tolerance to discomfort.

However, the requirements for a beach cruiser imposes limitations on many things, we'll look here at those requirements and how different designers meet those needs.

Nathaniel Bishop found canoes and kayaks lacking in what he considered important for his long trip. Another designer looked hard at the sneak boat of Mr. Bishop's and thought he could come up with something more suited to the task. That designer was Francis Herreshoff.

See the following drawing of what his concept was.



Mr. Herreshoff does a great deal of thinking before he lays a line on the drawing board. What faults did he find with Mr. Bishop's sneak boat? The main thing was he didn't think the dagger and its case was a good idea for a beach cruiser. Changing to leeboards frees up the interior and eliminates the problem of rocks jamming in the dagger board case. I might add that a beach cruiser's bottom has to be very tough and any slot in the hull greatly weakens the bottom.

Both boats carry a single sail. Mr. Bishop chose a sprit rig and Mr. Herreshoff decided on a standing lug rig. Both allow a short mast

height, this can be a very important feature and it is overlooked in a lot of cruisers today. Is it worth going to a more efficient windward rig if the safety of the boat is compromised?

The boats are similar in weight and displacement, the heaviest being Mr. Herreshoff's beach cruiser at 225 lbs. (less weight means less you have to haul up the beach) Today that same boat could be built at 150 to 175 lbs, the lighter the better, as long as you don't sacrifice strength. If there is any question at all to the soundness of the structure, then go heavier.

One detail that they had in common is the use of oars. Both boats were designed to be easily propelled by oars. Oars on a small cruiser are one of its greatest assets. Anything that gives you control over a boat is well worth having. What else but oars can spin your boat around in its own length or carry you safely through surf? The trick is to design a cruiser with good rowing capabilities without sacrificing freeboard.

Looking at Mr. Herreshoff's rudder makes you wonder what he had in mind, maybe to keep the weight down by not using a kick-up rudder. He probably expected the owner to unship the rudder prior to landing. That might be unhandy and could even endanger the craft. With today's material you could easily build a lightweight kick-up rudder.

In the next section we'll look at how these boats compare to *Squeak*.

Squeak Compared

Did Francis Herreshoff's beach cruiser ever make any noteworthy long distance trips? It looks very good on paper, but had it been put to the test? Its hull by itself looks a lot like many of today's production boats. A few aspects of the design have been left behind by the current popularity of certain tastes. Are those modern boats any better than Mr. Herreshoff's concept? Is *Squeak*'s design any improvement over Mr. Herreshoff's design?

How does Stephen Ladd's *Squeak* compare with Mr. Herreshoff's beach cruiser?

The sketch below shows *Squeak* superimposed over beach cruiser, this serves as an aid in judging the differences.

Other than that, there are great many differences between the two.

These differences could be just a matter of taste or preference from one individual to another, we'll have to be the judge of that. Are these changes to beach cruiser really necessary to make the trip?

There are seven major differences. The above drawing has arrows pointing to those differences. Here's a list of those changes:

1. Beach cruiser has a single sail - *Squeak* is a cat-yawl.
2. The mast is lower on beach cruiser than on *Squeak*.
3. *Squeak* has two spars and a lot of equipment to work those two sails.
4. This relates to item #1 but is important, beach cruiser uses a standing lug rig.
5. *Squeak* has two enclosed cabins.
6. *Squeak* has a canoe stern.
7. *Squeak* has a kick-up rudder - beach cruiser does not.

Notice that the first four items on this list have to do with the sail rig. How important can this aspect be to the overall concept? In an upcoming section we'll look in detail at this feature.

Also in a concept proposal later, we'll judge if an open boat is preferred over a cabin boat for small boat cruising (item #5).

Item #6 has always been a point of discussion among ocean-going boats. What is your opinion? Which is better, a canoe stern or a transom stern? Is it of value on a beach cruiser?

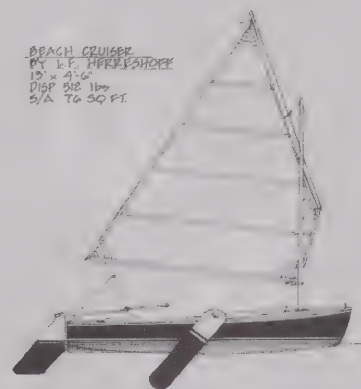
For most of us there is no question on item #7, most would surely want a kick-up rudder. What in the world did Mr. Herreshoff have in mind? He had a transom stern so the extra weight of a kick-up rudder shouldn't

have been a problem. Was it merely to make the rudder easier to build, that seems like a poor reason. What do you think was his purpose in the choice of this rudder?

The design features both *Squeak* and beach cruiser share were mentioned earlier in this article (size, sail area, weight, and leeboards) and they will be studied in detail in a later article. How important is it to retain these features? Do you think you have a better suggestion as to what would replace or change any of these items that would be an improvement?

The basic question is, which boat would be better for the job? Or is it possible that Mr. Herreshoff's beach cruiser could have made Stephen Ladd's trip as well as *Squeak* did? Or maybe have even made it better than *Squeak*? What is your opinion?

The following sketch of Mr. Herreshoff's beach cruiser is for your reference.



(To Be Continued)

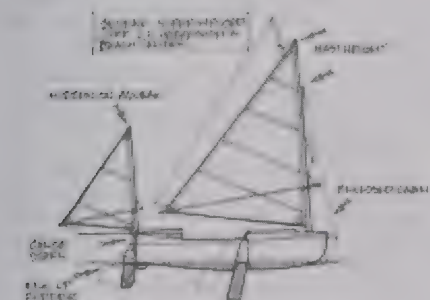


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They, in truth, have very little in common. The few things they do share are very important to the needs of a boat intended to do single-handed beach cruising. The features that are very similar are size, sail area, weight, and the use of leeboards for lateral resistance. It would appear that those aspects, therefore, are very important to the success of the design.

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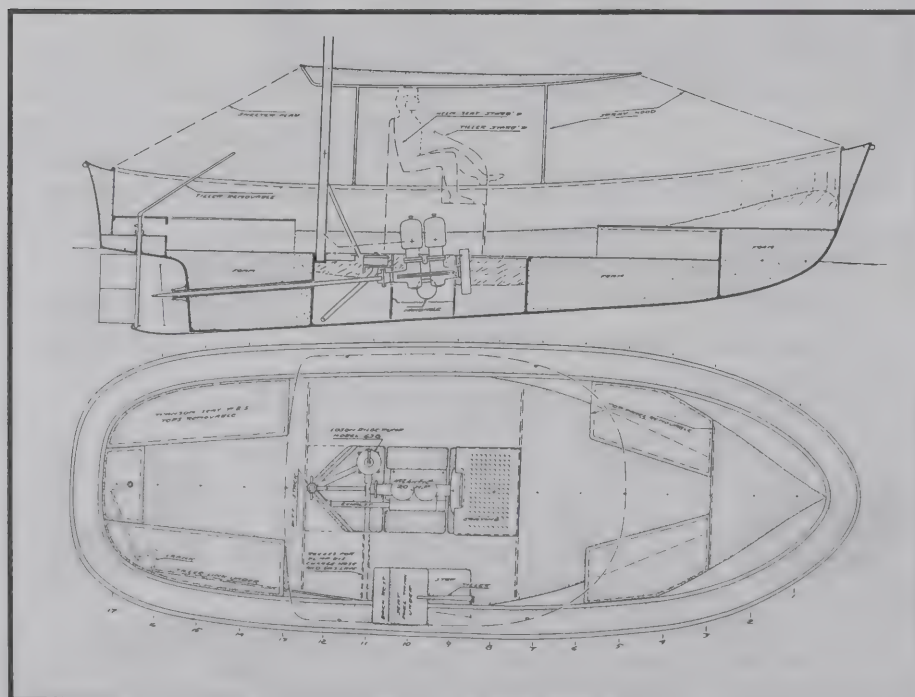
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The hull was built by the C-Flex method, very rugged but hard to get really fair and smooth. It was intended to use the first one as a mold plug to build more of them but, as the photos show, her finish and fairing are not good enough for that and the apparent market did not justify a dedicated plug. We understand that the single one built came well up to expectations, dry in a head sea, steady in a following sea, and good to maneuver. The only criticism of her was that she didn't hold on against a beam wind as well as would have been desirable. This may have been corrected by adding some keel area amidships and forward. There was a generous amount of foam buoyancy in the bilge spaces and all around the sides to float her level and upright with all possible flooding.

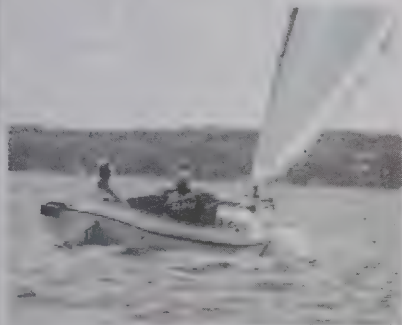
The fiberglass construction encouraged making her very curvy, although except for the compound curved round stern and the soft nose stem, there's nothing that would irritate a boat builder used to conventional wood constructions, and skilled old-time yacht builders would have dealt with those. It's noticeable in the photos that the C-Flex one-off method ended up with a ridge instead of the intended ellipse at the stem head. The round stem is really an extreme case of a curved transom as all the buttock lines run straight back as they would with a conventional motorboat transom. Rounding it off removes the vulnerable corner of the transom when maneuvering in tight places.



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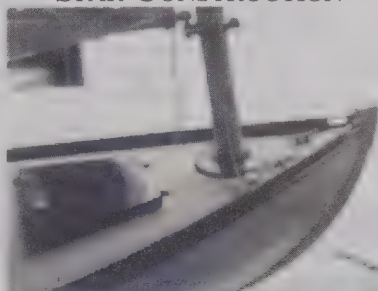
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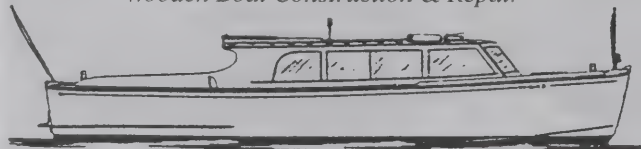
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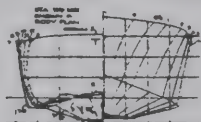
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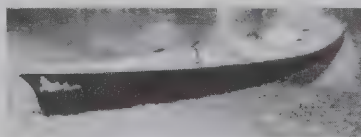
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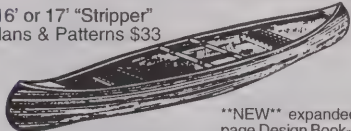
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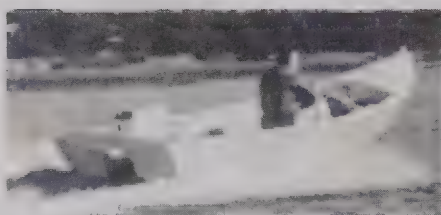


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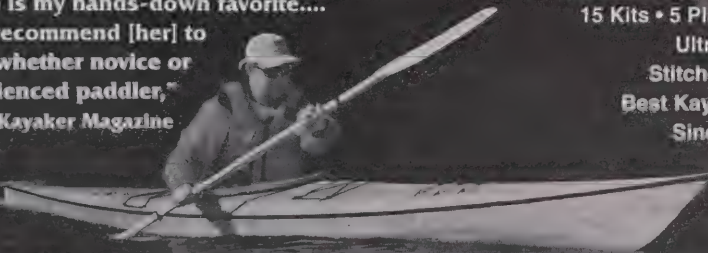
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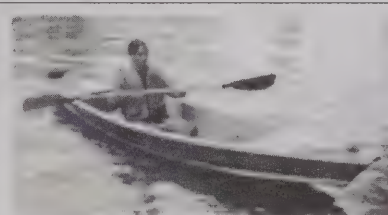
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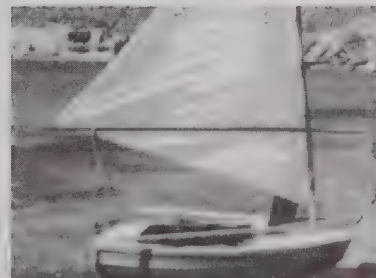
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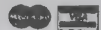


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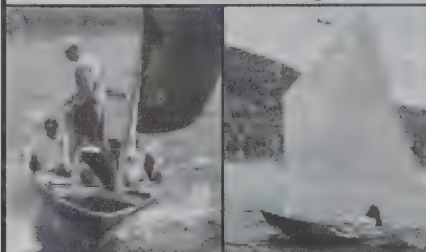
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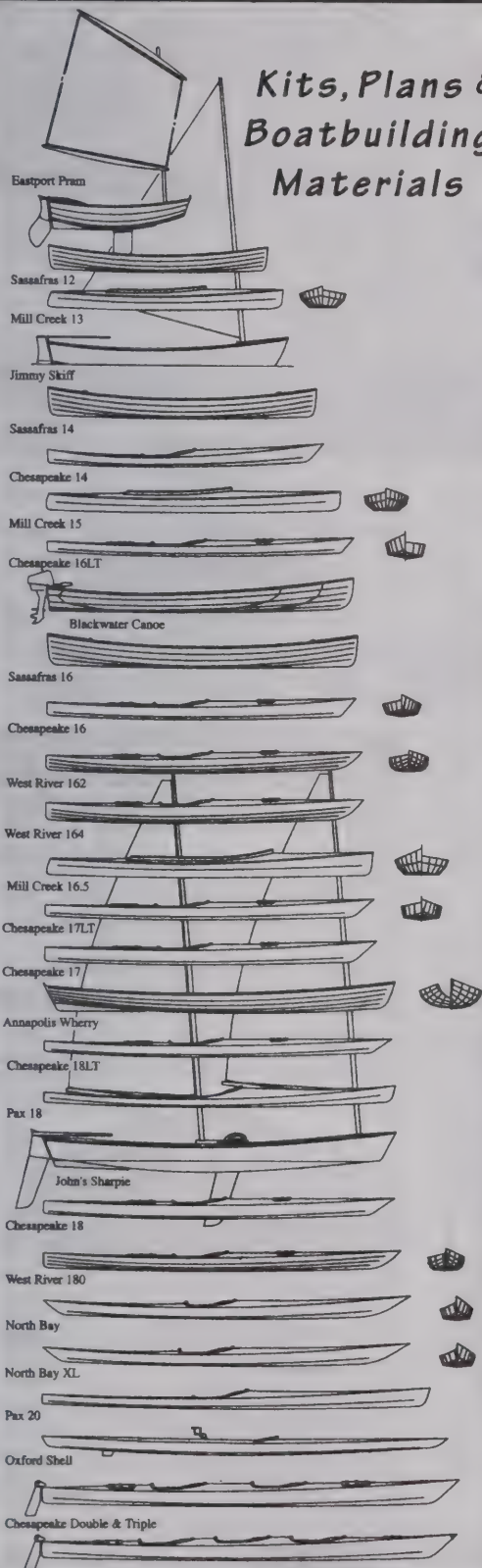
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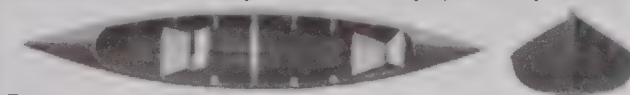
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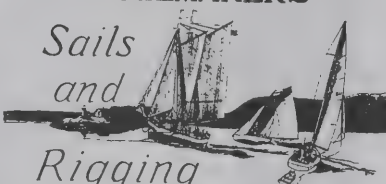
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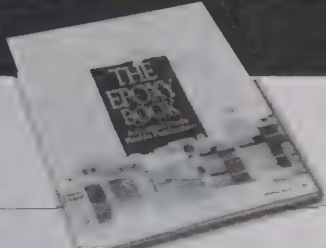
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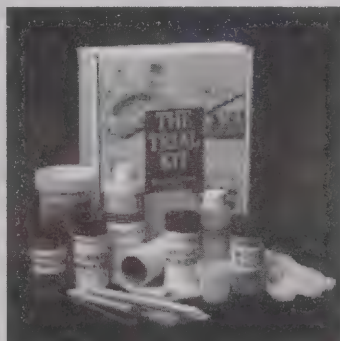
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22' MacGregor Sloop, '77 w/pop top dodger w/ windows & screens, 4.5 Mercury w/6 gal tank, nav lts, int lts, porta potty, new cushions ('97) interior redone, rewired, dinette table, compass, depth finder, Danforth anchor w/150' rode. 4 sails; main, wking jib, 150 genoa/drifter/reacher, halyards lead to cockpit, mainsail cover, winch covers, tiller cover. Total grounding protection, '77 trailer w/spare. Has not been sailed in 4 yrs (health problems). \$1,800 OBO. LEWIS BIRKHEAD, Mt. Vernon (Evansville area), IN, (812) 838-2097, <imbirk2801in@aol.com> (07)



C-Dory, 16' cruiser model, blt '97 purchased new '98, 50 HP Honda 4 stroke, twin V berths, dinette table, porta potty, both covers, fully equipped, Caulkin trlr. Boat & motor like new w/vy few hrs. \$14,900. **Solo Canoes**: Thomas F. Hill blt Charlotte, 11'6" lapstrake constr, 25lbs., Shaw & Tenney ash double paddle, sail rig. Heart shaped backrest, in pristine cond. \$1,300. **Bart Hawthaway Solo Canoes (2)**: #1 10'6", 21lbs, w/dbl paddles, backrest. \$650. #2 11'6", 30lbs., dble paddle, backrest, sail rig. \$650. Located in central FL. TONY FIORE, Palm coast, FL, (386) 446-5519, <tfiore@peoplepc.com> (07)

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San Francisco Pelican, #2158 (pictured in 12/1/89 issue pg 13) by Smith Boat Shop, '72. Vy nic eboat, w/galv trlr. \$1,750. EARLE CADWELL, Roswell, GA, (770) 640-6553, <Thomasedward5@mindspring.com> (07)

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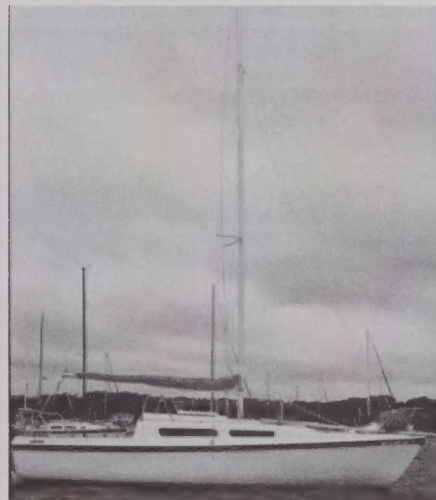
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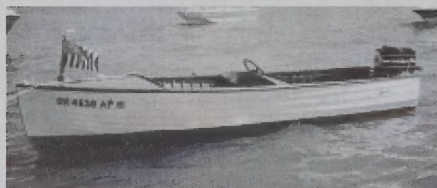
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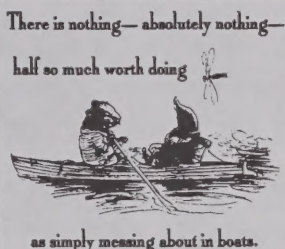
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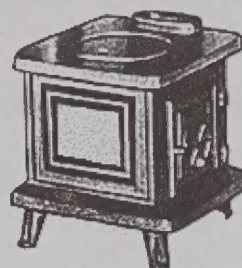
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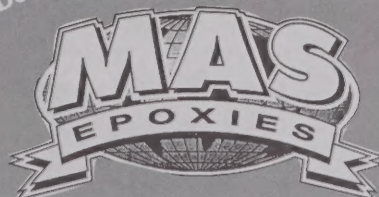
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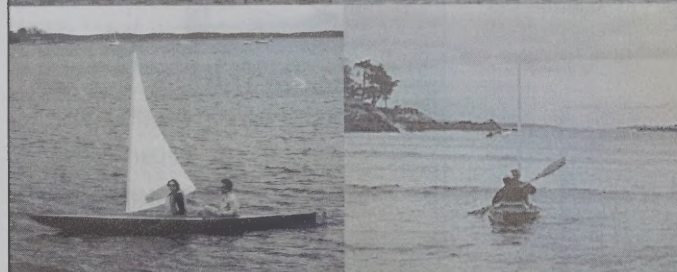
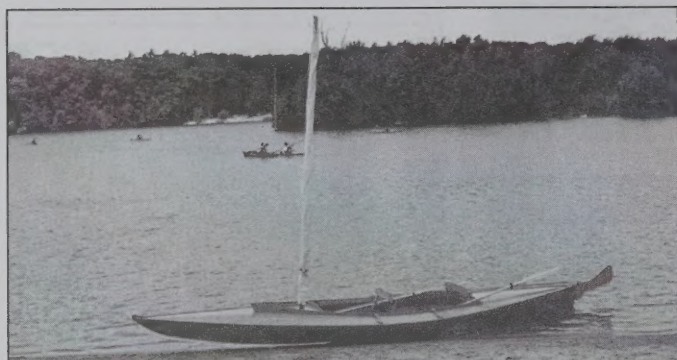
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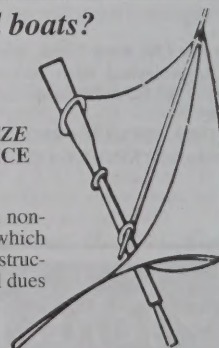
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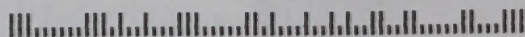
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